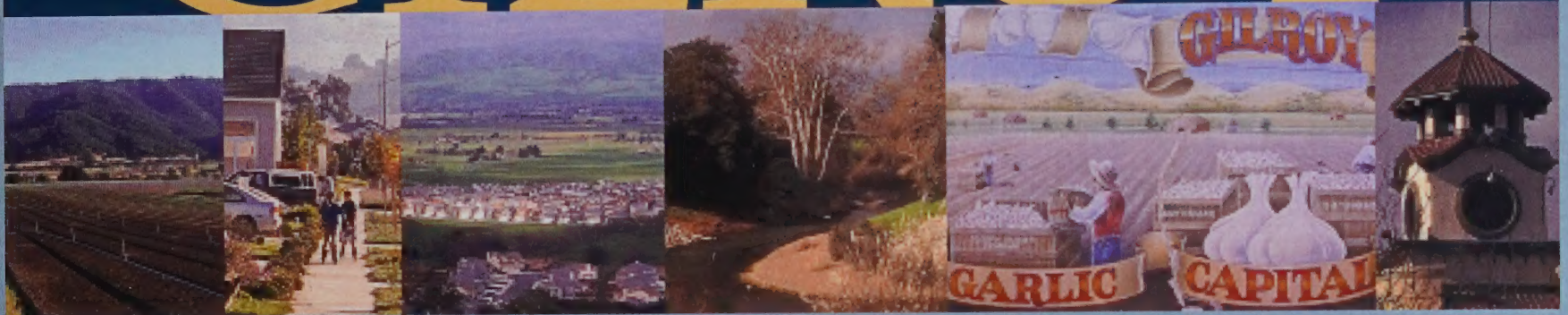


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City Council, 1999-2001

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Guadalupe Arellano
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City Council, 1997-1999

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Planning Commission, 1999-2001

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- B. South County Joint Area Plan

Companion Documents (under separate cover)

General Plan Background Report

*(technical appendixes and related background information;
considered part of the General Plan)*

General Plan Environmental Impact Report

(environmental analyses of the General Plan's impacts)

Introduction



What Is the Gilroy General Plan?

A Statement of Community Values and a Shared Vision

The Gilroy General Plan is a statement of community values and priorities. It considers the issues and trends affecting the City today (Chapter 2); describes the type of community we want to be in the future (Chapter 3); and sets forth goals, policies and implementing actions across a wide range of issue areas to help us achieve our aims (Chapters 4 through 8). It also describes how the General Plan should be managed over time (Chapter 9), and identifies near-term priorities for putting the General Plan into action (Chapter 10). In total, the Gilroy General Plan articulates our vision of the future and how we intend to realize it.

A Strategic, Pro-Active Planning Tool

The Gilroy General Plan is a strategic tool for guiding the City's physical development, and, in turn, its economic and social development. It is based on a comprehensive understanding of the issues we face today and the potential issues we may face in the future, as well as a clear sense of what we hope to accomplish. It has been developed with the extensive involvement of community members who have helped identify key issues; evaluated key challenges and opportunities; and developed goals, strategies and policies to guide the City's future growth and development.

The General Plan is based on the premise that growth and change are inevitable, and that while growth is certain to have some undesirable impacts, it can also provide important community benefits. The General Plan strives to be a positive, pro-active force to minimize or eliminate undesirable impacts, and to achieve desired community benefits in both the short and long term.



A Guide for Land Use and Development Decisions

The General Plan helps guide the City's long-term development. It establishes the overall policy framework for development decision making and defines the desired location, character, and quality of future development, as well as the process by which development should proceed.

As the City faces tough development decisions, the General Plan will serve as a guide to help ensure that each decision is made in the best interest of the City's long-term future. If a project is proposed that does not conform to the General Plan, then the project must be either modified or denied, or the General Plan must be amended.

A Balanced Approach

The goals, policies and implementing actions contained in the General Plan establish clear community priorities and development policies to ensure the protection of public health, safety and welfare and to further community goals while respecting the needs of individual property owners and businesses in the City.

The General Plan also recognizes that many factors beyond the City's control will have significant influence over future development activities. These include market forces as well as the land use and transportation decisions made by other cities, counties, and government agencies. The General Plan acknowledges and responds to these factors in its policies and implementing actions.

A Living Document and Action Plan

The General Plan has been written and designed to provide a user-friendly resource for City staff and officials, property owners, developers, and area residents. Also, to ensure the Plan's usefulness and relevance over time, the Plan includes policies and programs regarding its ongoing management and coordination (Chapter 9).

To ensure a close link between the long-term perspective of the General Plan and short-term actions, the General Plan defines implementing actions across the full range of issue areas, and includes an action plan (Chapter 10) to identify implementation priorities in response to pressing issues and short-term planning needs.



A State Law Requirement

All cities and counties in California are required to have a General Plan, and to keep it updated. The previous Gilroy General Plan was adopted in 1979. There have been numerous amendments since then, including complete updates to several sections of the General Plan (including the Housing Element in 1990 and the Circulation and Air Quality Element in 1992).

The 2002 update brings the General Plan into conformance with changes in State law and other legal requirements; reflects changes in the local population and economy since 1979; incorporates the most recent projections and assumptions regarding future growth; and responds to the issues, challenges and opportunities created by recent trends and developments.



Structure of the Plan

The Gilroy General Plan is written and designed for use by all members of the Gilroy community: residents, businesses, property owners, developers, City staff, and elected and appointed officials.

Following is a brief overview of the General Plan's key structural components to help you understand how it is organized.

Community Setting (Chapter 2)

This chapter summarizes existing conditions and key issues for the General Plan, based on the detailed information presented in the *General Plan Background Report* (bound under separate cover). It also provides a brief overview of the City's planning history, and a summary of the key assumptions and projections on which the General Plan is based.

Vision for Gilroy (Chapter 3)

The vision describes the type of community we want Gilroy to be in the future. It is a reflection of our community's values, defining the outcomes we are trying to achieve through the planning process. It is the foundation for the General Plan's guiding principles, and for its issue-specific goals, policies and implementing actions. The vision for Gilroy is presented on pages 3-2 through 3-5.

Guiding Principles (Chapter 3)

These are the key strategies that guide the General Plan towards achieving the community's vision. They represent the major themes—the “big ideas” on which the rest of the plan is based. They are presented on pages 3-6 and 3-7.

Areas of Special Concern (Chapter 3)

The General Plan identifies four areas of special concern that have received focused attention in the update process: Neighborhood Districts; Campus Industrial Areas; Downtown; and Hecker Pass.



These areas are critical to achieving the General Plan's vision and goals. The focused discussions in Chapter 3 help clarify the Plan's intent for these areas, providing a more detailed level of policy direction. These directives are further supported by the policies and implementing actions in subsequent chapters.

Goals, Policies, and Implementing Actions (Chapters 4 to 8)

The General Plan contains five issue chapters: Community Design and Development; Housing; Transportation and Circulation; Public Facilities and Services; and Community Resources and Potential Hazards. The specific issues addressed in each chapter are listed in the Table of Contents.

Each issue chapter presents goals, policies, and implementing actions:

- A **Goal** is a general statement of values or aspirations held by the community in relation to each issue area. It is the end towards which the City will direct its efforts.
- A **Policy** is a more precise expression regarding the community's position on a particular issue, or how a particular goal will be interpreted or implemented. Policies may include guidelines, standards, objectives, maps, diagrams, or a combination of these components:
 - A **guideline** is a policy statement that provides a set of detailed instructions regarding how some aspect of land use regulation will be conducted.
 - A **standard** is a policy statement with a specific, quantified measure of performance.
 - An **objective** is a policy statement where very specific results, dates or products are included.
 - A **map or diagram** is a graphic expression of policy. Maps illustrate the geographic application of policies.
- An **Implementing Action** puts the goals and policies into practice. These might include ongoing programs sponsored by the City (e.g., general road maintenance); discrete, time-specific actions (e.g., widen the sidewalks in a particular area); or further planning actions (e.g., develop a specific plan or enact an issue-specific ordinance).



Plan Management and Coordination (Chapter 9)

The General Plan includes goals, policies and implementing actions regarding its ongoing management, including procedures for making amendments to the General Plan. It also encourages ongoing community participation in the City's planning and development processes, and addresses coordination issues between the City and other planning and regulatory agencies, including coordination between the Gilroy General Plan and the *South County Joint Area Plan*.

Implementation Priorities (Chapter 10)

To provide direction for the General Plan's implementation, the final chapter establishes implementation priorities, identifying implementing actions from previous chapters that should be prioritized for implementation in the next one to five years.



Issues Addressed in the Plan (The Plan's Elements)

Under California law, cities are required to address seven issue areas or "elements" in their general plans: land use, transportation, housing, safety, open space, conservation, and noise. The State allows considerable flexibility in how these elements are organized, and encourages the inclusion of additional "elements" to ensure that plans are truly comprehensive and effective in addressing local issues.

The Gilroy General Plan incorporates the State-mandated elements, but organizes them into five major policy areas: Community Design and Development; Housing; Transportation and Circulation; Public Facilities and Services; and Community Resources and Potential Hazards. The General Plan also includes a number of "optional elements" to address key issue areas. Like the State-mandated

Table I-1. State-Mandated Elements and Optional Elements in the Gilroy General Plan

	Gilroy General Plan Chapters				
	Chapter 4 Comm. Design & Development	Chapter 5 Housing	Chapter 6 Transportation & Circulation	Chapter 7 Public Facilities & Services	Chapter 8 Resources & Hazards
State-Mandated Elements					
Land Use	x				
Circulation			x		
Housing		x			
Open Space					x
Conservation includes energy and forestry/wildlife					x
Safety includes seismic				x	x
Noise					x
"Optional" Elements (alphabetically)					
Agriculture	x				x
Air Quality					x
Cultural Facilities				x	
Economic Development	x				
Growth Management	x				
Historic Preservation	x				
Parks and Recreation				x	
Scenic Highways	x				
Schools				x	
Water Supply and Quality				x	x



elements, these optional elements are not necessarily presented as stand-alone chapters in the General Plan. Instead, they are incorporated into the structure of the five major policy areas. **Table 1-1** lists both the State-mandated and optional elements, indicating where they are covered in the General Plan document.

In addition to the elements listed in Table 1-1, the Gilroy General Plan incorporates the policies of the *South County Joint Area Plan* (SCJAP), adopted by the City of Gilroy in 1989 in conjunction with the City of Morgan Hill and Santa Clara County. The SCJAP is “a mutual statement of policies for community development and environmental management... to achieve harmony and cooperation among the three South County jurisdictions, and consistency between their adopted policies” (SCJAP, Policy 0.01). The SCJAP is included in the Gilroy General Plan document as Appendix B, and coordination between the General Plan and SCJAP is discussed in Chapter 9.

The Gilroy General Plan also incorporates many of the recommendations from the South County Agricultural Study, adopted by Council on September 23, 1996 and presented in the document titled *Strategies to Balance Planned Growth and Agricultural Viability in the Areas South and East of Gilroy*.



How the General Plan Was Developed

The Gilroy General Plan update effort began in Fall of 1997. It involved community residents, City commission members, staff, and elected officials in a series of meetings and workshops to identify key issues; review current plan policies; review data on current conditions and trends; develop a vision and goal statements; and define key policy and program directives. Additionally, following release of the June 1999 Draft General Plan, the City's Planning Commission and Council reviewed and revised the draft goals, policies, and implementing actions, including revisions to the Draft Land Use Plan Map. Those changes, as adopted, have been incorporated in the General Plan.

General Plan Update Committee

In September 1997, the City Council convened a General Plan Update Committee (GPUC) to ensure broad community representation in the update process and to provide the community with a direct voice in the Plan's development. The 40+ member GPUC included over 30 citizens, reflecting Gilroy's diverse population, as well as representatives from the Planning Commission, Parks and Recreation Commission, Arts and Culture Commission, Library Commission, and Gilroy Unified School District. There were also two advisory members from the City Council. A complete list of GPUC members is provided at the beginning of this document.

The GPUC selected a consultant team in February 1998 to facilitate its work and develop the General Plan as well as the background documentation and environmental analysis. The consultant guided the GPUC through a sequence of large and small group discussions to:

- **Develop a Vision** to define the group's shared values and establish the desired "end point" towards which the updated Plan would be directed.
- **Review Current Policies** to familiarize GPUC members with the policies in the current General Plan and provide a preliminary evaluation of issues to address.



The General Plan Update Committee, representing more than 40 Gilroy citizens and commission representatives, played a critical role in development of the Draft General Plan.



- **Identify and Prioritize Key Issues** based on an area-by-area review of the City and small group discussions, providing the basis for organizing into issue-specific subcommittees.
- **Develop Goals** at the subcommittee level to provide an overall policy framework.
- **Resolve Key Issues**, providing policy direction from the subcommittees for development of draft policies and programs.
- **Review Draft Policies and Implementing Actions**, leading to approval of a Draft General Plan for further public review, culminating in public hearings before the City's Planning Commission and City Council.

Additional Outreach

In addition to the extensive involvement of GPUC members in the Plan's development, a number of outreach activities helped keep the Gilroy community informed about the GPUC's work and provided opportunities for public input and feedback. These included:

- **Regular Mailings** of GPUC agendas and materials to city officials, other agencies, and interested citizens.
- **Newsletter Articles** in the City's quarterly newsletter, *The Inside Scoop*.
- **Local Media Coverage** in the *Gilroy Dispatch*, including several front-page articles on the General Plan Update. In addition, all GPUC and Subcommittee meetings were announced in the *Dispatch* and on Channel 17.
- **Community Workshops (4)** in conjunction with the Parks and Recreation Master Plan process.
- **Targeted Outreach Workshops (2)** with youth and seniors in conjunction with the Parks and Recreation Master Plan process.
- **Staff and GPUC Member Presentations** to various community and civic groups, including the Chamber of Commerce, Hispanic Chamber of Commerce, Visitor's Bureau, Neighborhood Accountability Board, Leadership Gilroy, South County Joint Area Planning Advisory Committee, Economic Development Corporation, and American Association of University Women.



Public Review of the Draft Plan

The Draft Gilroy General Plan was distributed widely by the City and members of the GPUC to promote public review and awareness. In addition to the traditional methods of making the Plan available at City offices and the library (and to agencies or individuals that request a copy), the Draft Gilroy General Plan was:

- **Presented at a Special Community Event**, with GPUC members presenting their Draft Plan to the City Council, Planning Commission, School Board, and other members of the Gilroy community.
- **Highlighted on Channel 17** to provide an overview of the Draft Plan and its contents to as wide an audience as possible, and encourage public participation in the review process.
- **Distributed Throughout the Community** at places such as coffee shops, churches and school offices so that copies of the Draft Plan were easily available.

The June 1999 Draft Plan was then reviewed in a series of public hearings before the Planning Commission and City Council, culminating in April 2001 with direction for the preparation of a Revised Draft General Plan and Revised Draft EIR, which were released for public review in September 2001. Subsequent refinements to the revised draft were identified in public hearings before the City Council in early 2002, and incorporated into the General Plan, as adopted on June 13, 2002.



How the General Plan Relates to Other Planning Documents and Activities

There are a number of other planning documents adopted by the City and planning activities that are undertaken on a regular basis. These represent techniques that the City can use to help implement the General Plan. The most important techniques and their relationship to the General Plan are discussed below.

Zoning Ordinance and Map

The Zoning Ordinance and Zoning Map are parcel-specific regulations pertaining to how land may be used, and the specific conditions of use that the City will impose, consistent with the overall policy framework of the General Plan and Land Use Map. The Zoning Ordinance and Map are therefore important tools for implementing the goals and policies of the General Plan, with the General Plan serving as a guide for determining appropriate revisions to the Zoning Ordinance and Map documents.

Subdivision Ordinance

Government Code Section 66410 et seq. requires that local jurisdictions regulate and control subdivision activity through adoption and use of a Subdivision Ordinance. The City may not approve a proposed subdivision map unless the subdivision, including its design and proposed land uses, is consistent with the General Plan. A proposed subdivision must be consistent with the goals, policies, and implementing actions included in the General Plan. This requirement applies to subdivisions for which parcel maps (minor subdivisions) are filed, as well as tentative and final maps.

Capital Improvement Programs

Government Code 65401 requires the City Council to obtain from City officials and staff, and from special districts operating within the City limits, lists of all public works projects recommended for study, design, or construction during each ensuing year. To facilitate its longer-term capital planning, the City of Gilroy compiles its list of public works projects for the ensuing five years. The list of public works projects is then organized into a coordinated program, called the



Capital Improvement Program (CIP). The City must ensure that the CIP and its component projects are consistent with the General Plan.

Environmental Impact Review

The California Environmental Quality Act (CEQA) (California Administrative Code Section 14100 et seq.) establishes the relationship between environmental review as prescribed by CEQA and the General Plan. Section 15080 requires that the environmental review process be “combined with the existing planning, review, and project approval process” used by the City. Section 15125(b) requires environmental review to discuss any inconsistencies between a proposed project and the General Plan. Projects should be found to have a “significant adverse effect on the environment” if they conflict with “adopted environmental plans and goals of the community...” (including the General Plan). Future public and private projects, even if they are consistent with the General Plan, are still subject to environmental review requirements under CEQA.

Building Codes and Standards

State Housing Law (Health and Safety Code Sections 17910 et seq.) requires the City to adopt regulations imposing substantially the same standards as those contained in the various uniform industry codes (e.g., the Uniform Building Code). State law also imposes special standards, which may be more stringent than the uniform industry codes, designed to protect against certain types of hazards (fire, noise, earthquakes, unstable soils) and to achieve certain resource management goals (such as energy conservation). The City of Gilroy may adopt regulations and standards that vary from those mandated by State law, if justified by local conditions. If such variance is appropriate, the General Plan can serve as the vehicle for documenting local conditions and specifying the necessary regulatory response.



Companion Documents:

General Plan Background Report and EIR

To promote its ease of use and readability, the General Plan's technical documentation and environmental analysis have been compiled separately.

General Plan Background Report

In the process of preparing the General Plan, large volumes of technical data were collected, analyzed, and summarized. To support the work of the GPUC, much of this information was presented in a series of "working papers," documenting existing conditions, trends, and key issues. Working papers were prepared for Growth Management; Public Utilities and Services; Transportation and Circulation; Environment and Safety; Housing; and Open Space, Agriculture, Historic Preservation, and Scenic Highways. Additional information was compiled on the City's existing land use inventory; projected population growth; housing; and demographics.

The General Plan Background Report is a compilation of this technical information and is considered a part of the General Plan. It also provides documentation on the participation process leading to the Gilroy General Plan.

Environmental Impact Report

State law requires preparation of an Environmental Impact Report (EIR) if "any aspect of the general plan element or amendment, either individually or cumulatively, leads to a significant effect on the environment, regardless of whether or not its total effect is adverse or beneficial..." (Title 14, California Administrative Code, Section 15080).

The Gilroy General Plan is accompanied by an EIR, under separate cover, analyzing and documenting the updated General Plan's potential environmental impacts and, where applicable, associated mitigation measures (i.e., actions that can be taken to reduce or eliminate adverse impacts). It also addresses other State-mandated EIR components for a General Plan, including a 'Mitigation Monitoring Program' that identifies specific mitigation measures, including revisions to General Plan policies and programs that have been incorporated as part of the General Plan, as adopted on June 13, 2002.

Community Setting



Introduction

The Gilroy General Plan is based on a comprehensive review and analysis of current conditions and trends, as well as projections regarding future population growth and economic conditions. This chapter provides a summary of those conditions, trends, and projections, describing Gilroy's historical, geographical, social, and economic setting as it approaches the new millennium. It draws upon the detailed background information and technical analyses contained in the General Plan Background Report and related information. It includes:

- **History of Gilroy.** A brief summary of Gilroy's history, both prior to and after its incorporation, including its recent planning history.
- **Regional Setting.** A map and brief discussion of where Gilroy is located, and how its regional location may affect its future development.
- **Environmental Setting.** An overview of the City's natural setting, an important factor in the City's quality of life and a key consideration in discussions regarding future development.
- **Economic Setting.** Linked to the City's regional setting, a brief discussion of the economic opportunities and challenges facing the City.
- **Planning Assumptions and Projections.** A brief overview of some of the key planning assumptions and projections that have informed the planning process.



History of Gilroy

Early History: A Town Built on Diversity

The earliest recorded inhabitants of the Gilroy area were the Ohlone Indians, who occupied the area between 3000 and 1000 years ago and lived as hunters and gatherers until the arrival of the Spanish in the 1700s. In 1768, the Spanish began exploration of the area. They established Mission San Juan Bautista in 1797, and colonization of the area soon followed. Two Spanish land grants, the Las Animas and the San Ysidro, and many Mexican grants divided the area into large ranchos that raised cattle for hide and tallow.

Gilroy's namesake—John Gilroy—arrived in Monterey from Scotland in 1814, and was baptized in Carmel in 1817 under the name of Juan Bautista Gilroy. He made his way to Rancho San Ysidro, where he was employed by Ygnacio Ortega and, in 1821, married his employer's daughter, Clara Ortega. The Gilroys had 17 children, 9 of whom survived.

The first American settlers were the Martin family, who arrived in 1843 in the first California-bound wagon train. Following the gold rush years, pioneers flooded the fertile Gilroy area with farms of every size and description. Americans, English, Irish and German settlers joined the Spanish and Mexican pioneers in stock raising and grain farming, and the area, growing from the small settlement of San Ysidro into the village of Pleasant Valley, became known as the Hay and Grain Capital of California.

The town of Gilroy got its start in 1850 as a stage stop along the San Jose to Monterey Road. By the time it was incorporated by the State as a charter city in 1870, it was the third largest community in Santa Clara County, with a brewery, a flouring mill, and a distillery. The railroad arrived in Gilroy in 1869 and made the community the hub of south Santa Clara Valley.

A Rich Agricultural Legacy

In its first hundred years, Gilroy's economy was dominated by agriculture and agricultural processing, with its primary crops changing over the years in response to changing markets as well as the introduction of new crops and new growing techniques by waves of new immigrants. Agricultural industries—canneries as



well as dehydrators, dryers and packers, breeding, and the seed industry—have long been the backbone of Gilroy's industry, and continue to play an important role, with Gilroy Foods and Christopher Ranch remaining the City's two largest private employers.

Following its beginnings as the Hay and Grain Capital of California, Gilroy earned a reputation as the Tobacco Capital of the United States, producing more tobacco leaf than any other place in the US in the 1870s. It also had the world's largest cigar factory, which produced over 1 million cigars each month. Following the collapse of the tobacco industry due to depression and the outlawing of Chinese labor in California, Swiss and other middle-Europeans arrived in the 1880s and began dairying and cheese making. When Gilroy began producing four-fifths of California's cheese, the town began to be known as the Dairy and Cheese Capital of California.

In the 1880s, Italians and other southern Europeans also began arriving, bringing with them orchard crops such as apples, apricots, cherries, peaches, pears, plums, and nuts, as well as row crops such as tomatoes, peppers, onions, and garlic. Orchard crops flourished well into the 1950s, when Gilroy was known as the Prune Capital of California.

Garlic production for the commercial market only started after the arrival of Japanese farmers in 1918. By 1940, the largest grower of garlic in the US was Kiyoshi Hirasaki of Gilroy. Today, the Gilroy Garlic Festival, started in 1978, celebrates Gilroy's role as the Garlic Capital of the World. The festival attracts over 130,000 people to Gilroy each year, and has given more than \$2 million back to the community.

Post-War Development and the Silicon Valley Boom

Gilroy's city limits remained unchanged for the first 80 years of the City's history, defined by a 1.5 mile rectangle of land known as the "old quad" and its grid-system of streets laid out in 1867 by a local physician, Dr. David Huber.



The Gilroy Museum, located in the Old City Library at Fifth and Church Streets, has exhibits and other information on the rich history of Gilroy and the surrounding area.



In 1948, the City underwent its first annexation. California grew rapidly in the post-war years, and Silicon Valley and other employment centers began to flourish in north Santa Clara County in the late 1950s. With the completion of US Highway 101 in the early 1970s, the City of Gilroy became more accessible and its growth rates went up sharply. While agricultural sector growth began to slow down, manufacturing, retail, and service sectors began to grow at a faster rate. **Figure 2-1** illustrates the City's rapid growth since World War II, showing the increase in acreage within the Gilroy city limits.

Today, Gilroy's growth is closely linked with economic activity in the Bay Area as a whole, and with Silicon Valley in particular. The sustained economic growth of the 1990s—led by information-related technology companies in north Santa Clara County—has fueled Gilroy's continued growth, both in population and in jobs. While agriculture remains an important part of the local economy, a large and growing proportion of City residents commute north to jobs, and an increasingly diverse local economic base is developing.

Planning History

In response to the fast-paced growth that began in Gilroy in the 1950s, the first set of development guidelines for the area were published by the Santa Clara County Planning Department in 1957, titled "Roadside Towns become a Greenbelt City." Then, in 1958, the County developed a general plan specifically for Gilroy, titled "Gilroy: A Roadside Town Plans for Growth." The plan was modified and adopted in map form by the Gilroy City Council in 1962.

The City's first full-scale General Plan was completed and adopted in 1968. It projected a 1985 Planning Area population of 70,000 (the actual population that year reached 27,000). The next update of the City's General Plan took place in the late 1970s, with adoption in 1979. It projected a Year 2000 population of 38,500, which has proven to be relatively accurate (the January 1999 State estimate for the City indicated a population of 39,050). Although the 1979 General Plan was amended numerous times in the 1980s and 1990s, the General Plan was not comprehensively updated again until 1999/2002, when this document was developed.

In recognition of the increasingly regional nature of growth and development, Gilroy joined Morgan Hill and Santa Clara County in 1989 to prepare and adopt

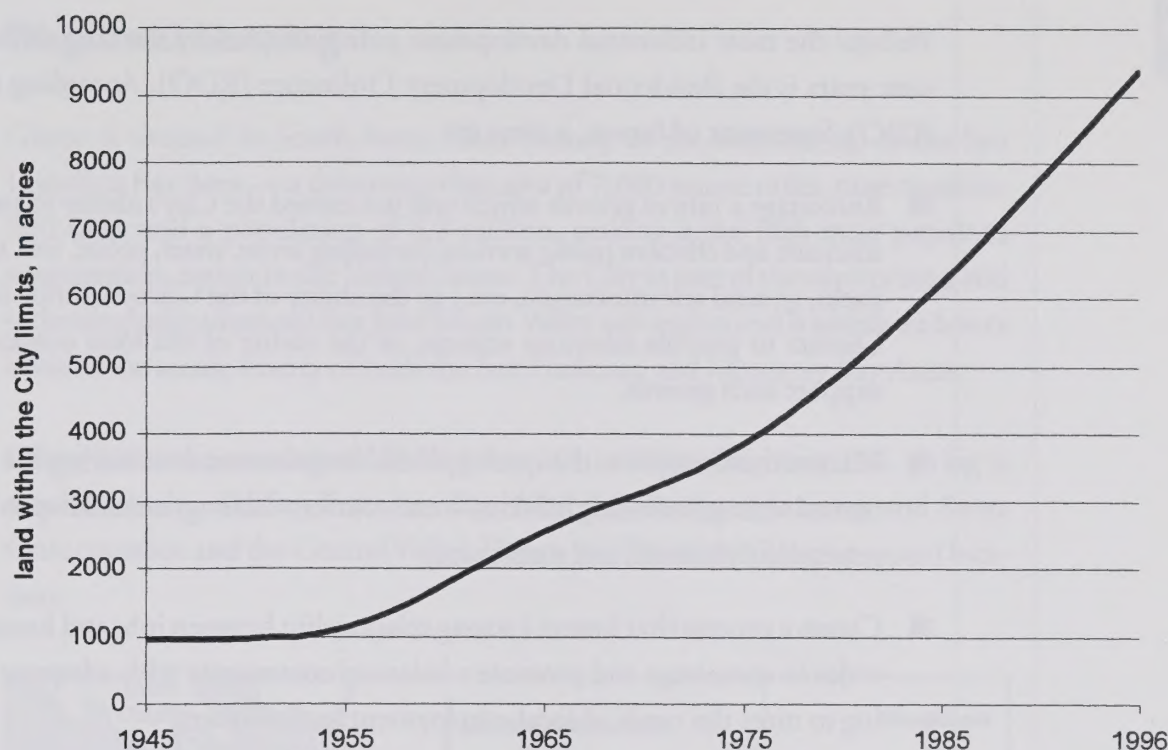


Figure 2-1. Annexation History, City of Gilroy; 1945-1996

the South County Joint Area Plan (SCJAP). SCJAP addresses area-wide planning issues in the South County area, ensuring that planning goals and policies between the three jurisdictions are properly coordinated. Previously adopted SCJAP policies are attached as an appendix to the General Plan. They are also reflected in many of the goals, policies and implementing programs in the main text of the Gilroy General Plan.

Another important planning effort of recent years was the 1995 "Study of the South County Agricultural Preserve." This Study's purpose was to "build upon the existing policies of the jurisdictions and agencies involved [i.e., City of Gilroy, Santa Clara County, and the Local Area Formation Commission, or LAFCO] and recommend a collection of programs which will help ensure the long term viability of agriculture and preservation of prime agricultural soils in the study area." The study area comprised approximately 1100 parcels and 15,660 acres to the east and southeast of Gilroy. It resulted in a document titled "Strategies to Balance Planned Growth and Agricultural Viability in the areas east and southeast of Gilroy," which was adopted by the City of Gilroy (9/96), LAFCO (10/96) and Santa Clara County (10/96). Many of the strategies and policies adopted as part of that document have been incorporated as appropriate in this General Plan.



Perhaps the most influential development policy adopted by the City during recent years is the Residential Development Ordinance (RDO). According to the RDO's Statement of Intent, it aims to:

- Encourage a rate of growth which will not exceed the City's ability to provide adequate and efficient public services (including sewer, water, police, fire, streets, parks, general administration, etc.) or the ability of the Gilroy Unified School District to provide adequate schools, or the ability of the local economy to support such growth.
- Maintain and improve the quality of the environment considering the City's natural setting, including hillsides, water courses, viable agricultural/open lands, recreational, historic, and scenic areas.
- Create a process that fosters a strong relationship between jobs and housing in order to encourage and promote a balanced community with adequate housing to meet the needs of local employment and residents.
- Encourage and promote the construction of an appropriate share of the regional housing need.
- Encourage and promote housing programs and activities to enable the City to meet the needs of all economic segments of the community.
- Provide and maintain a sound economic base for the City.
- Promote the development and implementation of Specific Plans and Master Plans within the City of Gilroy.

To achieve these aims, the RDO limits the number of units that can be built in the City each year. The current RDO goal is for 4,000 new units in the City over the ten year period from 1994 through 2003. The RDO goal for the next ten year period, from 2004 through 2013 is 3,450 new units.



Regional Setting

Gilroy is situated in South Santa Clara County at the southern tip of the San Francisco Bay Area — a dynamic urban area of 7,000 square miles, nine counties, 100 cities and a population of 6.8 million, making it the fifth most populous metropolitan region in the United States. The City is part of the enterprising and technologically advanced San Jose/Silicon Valley sub-region and is within an hour's drive of the scenic beauty of both the San Francisco and Monterey Bay Areas.

Gilroy lies at the crossing of US Highway 101 and State Highway 152, giving it direct access to the San Francisco Bay Area, San Benito, Monterey and Santa Cruz counties, and the Central Valley. **Figure 2-2** illustrates Gilroy's regional location.

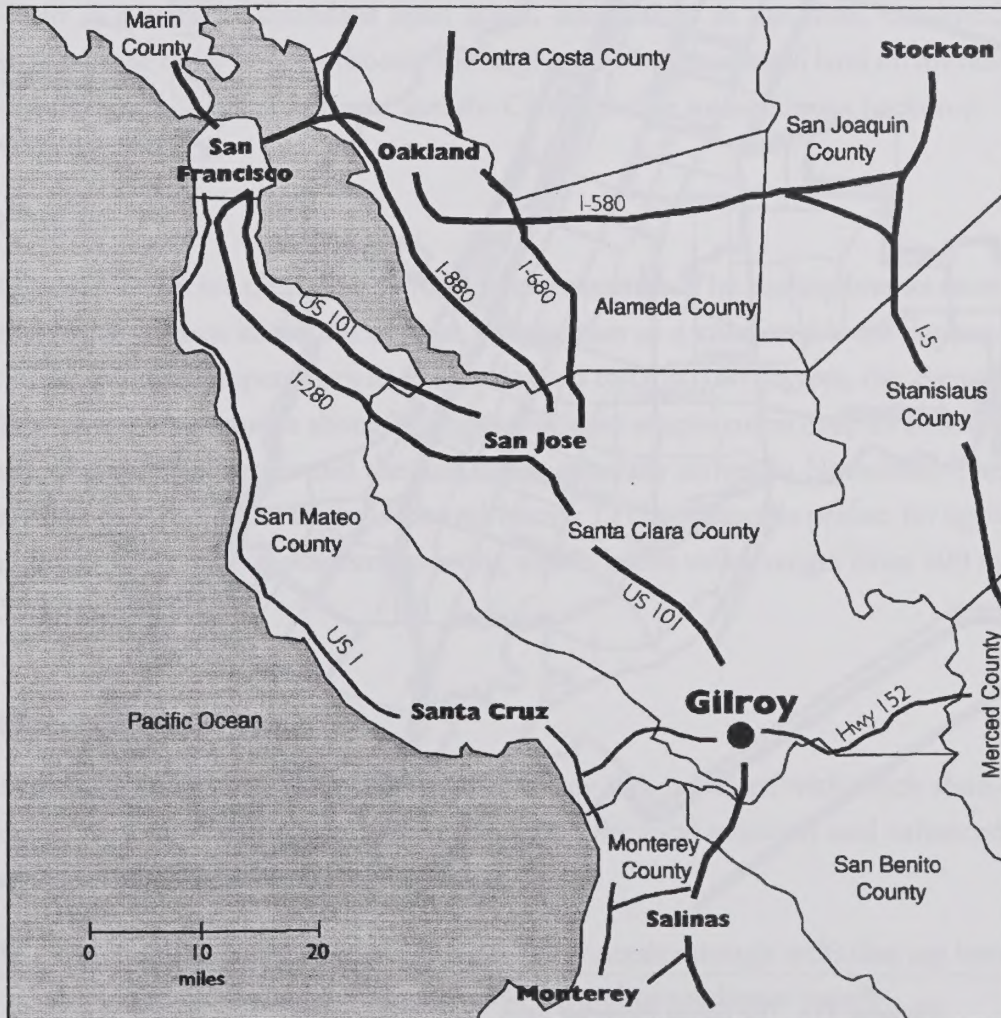


Figure 2-2. Regional Location Map



Planning Area

The Gilroy Planning Area (**Figure 2-3**), defined by the City's Sphere of Influence line, includes that part of Santa Clara Valley that extends south from the US 101 crossing of Llagas Creek in the vicinity of San Martin to the County Line. Included in the Planning Area are the hills on both sides of the Valley up to roughly the 600 feet contour. The Gilroy Planning Area encompasses all or part of census tracts 5124, 5125.02, 5125.03, 5125.04, 5126.01, and 5126.02; and it includes all or part of Assessor Parcel Book Numbers 783, 790, 799, 808, 810, 830, 835 and 841.



Figure 2-3. The Gilroy Planning Area



Environmental Setting

Physical Setting

The Gilroy section of the Santa Clara Valley is a broad, gently sloping, fertile plain enclosed on the northeast by the Diablo Mountains of the Contra Costa range and on the west by the Santa Cruz Mountains. At the southern end, the Santa Clara Valley merges into the Pajaro Valley.

The City enjoys a beautiful and unique location within this valley setting, situated in the eastern foothills of the Santa Cruz Range and bordered by the Llagas and Uvas creeks that flow southward into the Pajaro River. Despite its growth, Gilroy continues to harbor a rural and historic character, especially in the older neighborhoods where buildings dating back to the mid-1800s can be found. There is a sense of abundant open space, due mainly to the wide, tree-lined streets in the older neighborhoods; the large areas of undeveloped land surrounding the newer sections of town; and the City's pristine mountainous backdrop.

Climate

Gilroy's climate is a pleasant balance between extremes. The cooling breezes from the Pacific Ocean keeps the average temperature at a comfortable 62 degrees. While summer temperatures have been known to cross 100 degrees, the average July high temperature is about 90 degrees. Winter temperatures drop to an average of about 50 degrees and the first freeze generally arrives in November. The average date of the last freeze is around March 1. The climate is perfect for agriculture: the average agricultural growing season in the valley ranges from 300 to 350 days per year.

Natural Resources

Because of its environmental setting, the Gilroy area is blessed with a rich abundance of natural resources that have supported the local economy and enhanced the quality of life, including:

- **Water.** Gilroy is able to meet all of its water needs through wells that tap into the Llagas sub-basin, a 74 square mile natural groundwater supply.



- **Agricultural Soils.** The Gilroy area's economy is rooted in the rich agricultural soils of the southern Santa Clara Valley.
- **Vegetation and Wildlife Habitat.** The Gilroy area contains a great variety of vegetation and wildlife habitats. Significant habitat areas include grasslands, coastal oak woodlands, and valley foothill riparian corridors.



Uvas Creek is an important habitat area, as well as a valued recreational and scenic resource.

- **Natural Features.** Natural geographic features such as the Santa Cruz Mountains provide scenic beauty and recreational opportunities for Gilroyans. Uvas Creek, winding across the southern part of the City, provides a valuable natural habitat as well as a valued recreation opportunity. The Uvas Creek Park Preserve and adjacent Christmas Hill Park comprise the City's largest urban park facility, which will soon be linked via the Uvas Creek trail to the new Gilroy Sports Park.

- **Rare and Endangered Species.** Farman Canyon Pond, located in a grassy area adjacent to Miller Avenue, has been identified by the State as one of 29 "Significant Natural Areas" in Santa Clara County. It provides habitat for a diversity of animal species, including the California tiger salamander, a federal candidate species for listing as threatened or endangered, and listed by the State as a "species of special concern."

Hazards

Natural and manmade hazards are an important environmental consideration for the General Plan, including:

- **Seismic Hazards.** For the past 15 to 20 million years, the system of faults in the coastal portion of central California has had a complex history of seismic movement. The closest and most important faults for Gilroy are the San Andreas, Calaveras, and Sargent faults. These and other faults have posed risks to Gilroy in the past, and will continue to do so in the future, requiring special attention in the siting of new development and design of new buildings.



- **Flooding.** Large portions of the Gilroy area are subject to flood hazards due to seasonal run-off along Llagas and Uvas Creeks. The problem is particularly acute in the eastern agricultural areas along Llagas Creek and along the southern portion of Uvas Creek. The recurrence of flooding in these areas has contributed to the richness of their soil and their suitability for agricultural uses.
- **Fire Hazards.** The western hillside areas pose a high fire hazard for the residents who live there, especially along the “urban-wildland interface.” These areas are subject to special development controls to help reduce the potential loss of life and property in the event of a local wildfire.
- **Air Quality.** Because Gilroy is located at the end of the Santa Clara Valley, prevailing winds tend to carry pollutants from the northern part of the County into the Gilroy area. The problem is particularly acute in the dry summer months.
- **Noise.** The most significant noise source in Gilroy is traffic on local roadways, especially from high-volume, high-speed traffic on Highway 101 and Highway 152. Train traffic also creates higher noise levels, although for short durations of time.



Economic Setting

Gilroy's economy has been dominated by agriculture and its related industries (food processing, etc.) since the 1800s. However, the growing influence of Silicon Valley and regional population growth have resulted in significant changes in the local economy during the past twenty years. Today, Gilroy's economy is diversified into non-agricultural commercial and industrial activities such as light manufacturing, wholesale operations, automobile sales, and large retail outlets.

The economic boom in Silicon Valley during the 1990s had profound impacts on the local economy, resulting in significant increases in home prices and land values as well as significant decreases in local unemployment. This unprecedented economic activity resulted in an economic setting characterized by the following:

- **Development and Construction Activity.** Local real estate development and construction industries are experiencing high demand for new residential, commercial, and industrial development. Although limited by the RDO, new housing construction has seen a surge of activity, as allocations given in earlier years are built out. New housing developments in the northwest quad, north-central Gilroy, and Eagle Ridge are bringing new households to the City, most of whom work in the North County area. Construction activity has also been high in the southeast industrial area, and several new commercial developments have added services for residents.
- **Manufacturing and Wholesaling.** New manufacturing and wholesale/distribution operations locate in Gilroy to take advantage of its proximity to Silicon Valley and easy access to Highway 152, leading to Interstate 5 and the

Central Valley. These operations have located in the Forest Street industrial park, the southeast industrial area, and in some sites formerly occupied by food-processing facilities.

- **Regional Retail Services.** The Gilroy Outlets and Auto Mall area have put the City on the map as a regional retail destination, and helped strengthen the City's tax revenues.

These developments are clustered near the City's highway interchanges, and primarily on the east side of Highway 101.



The Gilroy Outlets are a regional retail attraction, bringing visitors to the City and providing needed tax revenues to support City services.



- **Agriculture.** Although agriculture's role in the local economy has been reduced, it continues to be very important. Both row and orchard crops continue to be cultivated, and important agricultural industries continue to include food processing, seed propagation, nurseries, and—increasingly—viticulture.
- **Downtown Revitalization.** While commercial development in the First Street, Leavesley and Tenth Street corridors has added millions of square feet of retail and professional services space to the City, Downtown businesses have struggled to compete. Revitalization efforts have helped attract some new businesses to the area and retained existing businesses, creating a core area of antique stores, specialty shops, and restaurants. Restored historic buildings also add to the Downtown's character, including the Old City Hall and Train Depot. However, some vacant storefronts persist and many new businesses prefer to locate in other parts of the City.



The Gilroy Train Depot was renovated and operates as the southern most station of the CalTrain commuter line. It will be the centerpiece of a new transit center—an important new hub of activity in the Downtown.



Planning Assumptions and Projections

Existing Land Use

One of the first steps in the General Plan Update process was to conduct a comprehensive survey of existing land use in the General Plan area. **Figure 2-4** provides a summary of the survey's results by major land use category.

Land Use Category	Total Acres	Percent of Total
Residential	2,113	16.6%
Industrial	367	2.8%
Commercial	444	3.4%
Other Developed ¹	3,231	11.5%
Agriculture	5,241	42.2%
Vacant ²	1,304	10.1%
Total	12,700	100.0%

¹ Includes public/quasi-public facilities, parks and rec, open space, and schools. The largest single use is the South County Regional Wastewater Authority sewer farm.

² Undeveloped, uncultivated land.

Figure 2-4. Existing Land Uses in the Gilroy General Plan Area (1999)

As shown, agriculture remains the largest single use in the planning area, accounting for 42 percent of the land area. This is followed by residential uses (accounting for over 16 percent of the land area), and "other developed" uses (which includes such large areas as Christmas Hill Park, the southwest hillside open space areas, and the South County Regional Wastewater Authority sewer farm, for a total of 11.5 percent of the land area).

Agricultural and vacant lands (i.e., lands that are neither developed nor cultivated) account for more than half of the land in the planning area. These lands are considered "undeveloped," and represent significant development capacity to accommodate growth.³ Even within the existing City Limits, more than 3,000 acres of land are either vacant or in agricultural use (more acreage than currently occupied by all of the planning area's existing residential, commercial, and industrial development). While some of these lands are being developed (e.g., Glen Loma and Eagle Ridge), they continue to provide suitable lands to accommodate considerable growth.

³ These figures do not include "under-developed" properties, such as large residential lots in the northern part of the planning area that would likely be subdivided over time, adding to the development capacity of the area.



Population Trends and Projections

Gilroy's population has grown considerably since the 1950s, as reflected in the chart in **Figure 2-5**. This growth trend helps inform the General Plan's projection for future population growth through the year 2020. It is further informed by the regional forecasts of the Association of Bay Area Governments (ABAG) and local policies pertaining to the City's growth and development (most notably, the RDO which limits housing construction in the City).

Members of the General Plan Update Committee (GPUC) reviewed alternative growth projections to determine a realistic projection for the General Plan. Interestingly, the population growth projection from ABAG (57,000 for the year 2020) was lower than what would result if the current RDO allocation (400 units per year) were granted and built each year for the next 20 years (resulting in a population of 65,000 by 2020). In essence, the regional forecast indicates that demand will slow over the 20-year period, to a rate that's actually lower than that allowed by the RDO.

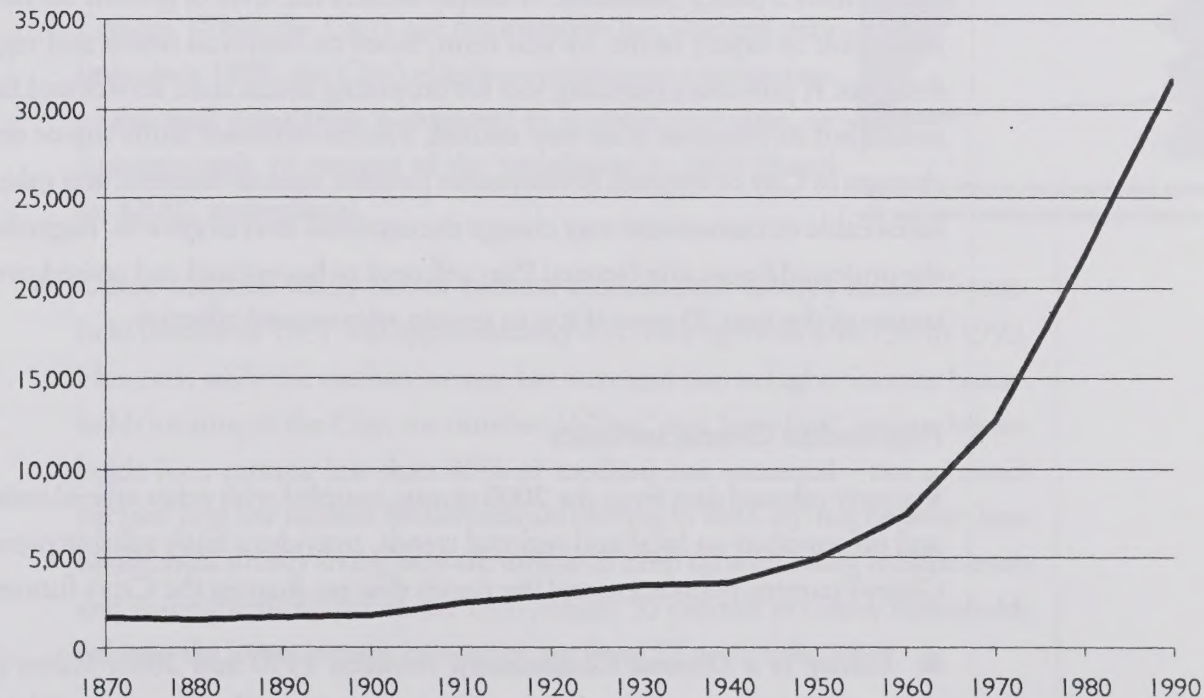


Figure 2-5. Population Growth, City of Gilroy, 1870 - 2000 (Source: US Census)



The GPUC-endorsed population projection for the year 2020 is broken into smaller, interim time periods and shown in **Figure 2-6**. It indicates a higher growth rate towards the beginning of the planning period (1,100 new residents per year from 2000 through 2010), slowing later in the planning period to approximately 800 to 1,000 new residents per year. The resulting 2020 population projection is in the range of 60,500 to 62,500 residents.

Year	Estimated Population	approx. annual increment	Estimated Housing Units	approx. annual increment
2000 (US Census)	41,464	na	12,152	na
2005	47,000	1,100	13,990 ¹	370
2010	52,500	1,100	15,760 ²	350
2020	60,500-62,500	800-1,000	18,630-19,250 ³	290-350

¹ Based on estimated household size of 3.46 persons (ABAG) and vacancy rate of 3.0%.

² Based on estimated household size of 3.44 persons (ABAG) and vacancy rate of 3.25%.

³ Based on estimated household size of 3.36 persons (ABAG) and vacancy rate of 3.5%.

Figure 2-6. General Plan Population Projection

While the population projection is in part a reflection of City policies, it is not in and of itself a policy statement. It simply reflects the level of growth we think is reasonable to expect in the 20-year term, based on historical trends and regional forecasts. It provides a planning tool for projecting future land, service and facility needs, but its outcome is no way assured. Future economic shifts (up or down); changes in City or regional development policies; natural disasters; and other unforeseeable circumstances may change the expected level of growth. Regardless of the projected figure, the General Plan will need to be revisited and revised over the course of the next 20 years if it is to remain relevant and effective.

Population Characteristics

Recently released data from the 2000 census, coupled with other official estimates and information on local and regional trends, provides a fairly reliable picture of Gilroy's current population and the trends that are shaping the City's future:

- **Gilroy Is a Diverse Community.** Between 1990 and 2000, Gilroy's Hispanic/Latino population increased from approximately 47 percent of the City's population to approximately 54 percent. Non-Hispanics/Latinos accounted for approximately 46 percent of the population, with 38 percent identifying



themselves as 'non-Hispanic Whites' (although in total nearly 60 percent of Gilroyans identified themselves as 'White,' keeping in mind that Whites can be either Hispanic/Latino or non-Hispanic/Latino). There were a small number of Asians, Pacific Islanders, African Americans, and Native Americans living in Gilroy in both 1990 and 2000, representing about 8 percent of the population in 2000.

- **Gilroy Remains a Family Town.** In the 2000 census, 80 percent of the households in Gilroy were family households (down from 84 percent in 1990), with about half of the City's households being families with children under the age of 18. The City's family orientation is also reflected in its relatively large average household size, which was 3.46 persons in 2000, compared to 2.92 for the County as a whole.
- **Gilroy Has a Young Population.** In 2000, as in 1990, approximately a third of Gilroy's residents were under 18 years old, compared to a County figure of about 25 percent. People over 60 years old accounted for only 9 percent of the population in 2000, compared to approximately 13 percent in the County. While the City's age composition has changed very little since 1990, the City's elderly population as a percentage of the total population is expected to increase over time, to approximately 16 percent of the population in 2020 (based on ABAG projections).
- **Gilroy Includes Many Lower Income Households.** Gilroy's median household income in 1997 was approximately \$51,100, up from \$40,736 in 1990. However, while the median income has increased due to higher income households locating in the City, the number of "low" and "very low" income households (i.e., earning less than 80% of median) has increased—not so much because new low income households are moving to the City, but because those households already living here are unable to keep up with rising income levels and soaring housing prices. By 1997, nearly 55 percent of Gilroy households fell into the lower income categories, up from 53 percent in 1990.



Gilroy is a diverse, family-oriented community of quality old and new residential neighborhoods.



Economic Growth

Gilroy's economic health is of vital importance to the community, and a key concern of the General Plan. Economic trends and projections that the General Plan is based upon and must respond to include:

- **Strong Local Job Growth.** While Gilroy's population is expected to increase approximately 50 percent between 2000 and 2020, the number of jobs in the City is expected to increase nearly 70 percent. In total, Gilroy is expected to account for approximately 7 percent of Santa Clara County's job growth between 2000 and 2020. This projected growth, summarized in **Figure 2-7**, will be strongest in the manufacturing/wholesale and service sectors. This means that more local residents will have the opportunity to live and work in Gilroy, but it will also mean that an increasing number of people will live elsewhere, and commute to jobs in Gilroy.

Category	Estimated Jobs Year 2000	percent of total	Estimated Jobs Year 2020	percent of total
Retail	3,370	14%	4,700	12%
Mfg/Wholesale	4,310	18%	10,530	27%
Service	10,190	44%	16,690	43%
Agriculture ¹	830	4%	850	2%
Other	4,670	20%	6,310	16%
Total	23,370	100%	39,080	100%

¹ The number of agricultural jobs is somewhat misleading due to the way in which they are categorized by ABAG. Many agriculture-related jobs in Gilroy are reflected in the Manufacturing/Wholesale category, which includes food processing and similar operations.

Figure 2-7. Projected Job Growth in Gilroy, 2000 - 2020 (Source: ABAG, 2000)

- **Increasing Integration with the Silicon Valley Economy.** The Silicon Valley economy is likely to continue its boom-bust pattern of growth. With each successive boom, the shortage of land in the North County area will become more acute, and businesses will look further afield for office space. Several firms have already located in Morgan Hill, and efforts have been initiated to develop the Coyote Valley area. If recent trends continue, Gilroy will see similar types of development within the 20-year planning period—presenting benefits as well as challenges to the community.
- **Continued Industrial and Commercial Development.** Recent years have seen increased activity in industrial and commercial development. In 2000, nearly 28 acres of industrial land were developed, compared to 17 acres in



1999, 20 acres in 1998, approximately 8 acres in 1997 and 4.5 acres in 1996. In commercial projects, 1998 saw development of more than 17 acres, compared to 15.8 in 1997 and 15.3 in 1996. If job growth projections prove accurate, these levels of development will continue during the 20-year planning period.

- **Housing Affordability Crisis.** Many of Gilroy's retail businesses, manufacturing operations, food processors, and public sector agencies rely on wage-earning households and middle-income professionals. As housing prices, rents, and the overall cost of living in Gilroy continue to rise, these residents will find it increasingly difficult to remain in Gilroy. Already, more and more households are finding the affordability gap to be insurmountable, with even teachers, police officers, and other public employees unable to afford a median priced home in the City. Over time, this trend could undermine the very diversity that has been Gilroy's hallmark since it was founded, with many of the people who work in the City forced to live in lower-cost communities such as Hollister and Los Banos. It could also undermine economic development and business retention efforts, as businesses choose to relocate to the communities where their employees can afford to live.

Strategic Direction



Introduction

The Gilroy General Plan establishes a strategic direction for the City's growth and development—a direction that will capitalize on the City's strengths, address key planning issues, and create the type of community we want Gilroy to be in the future.

This chapter summarizes the strategic direction of the General Plan, developed by members of the Gilroy General Plan Update Committee as a reflection of the community's values and a statement of our desires for the future. It includes:

- **A Vision for Gilroy.** A statement of our community values, presented as a description of the type of community we want Gilroy to be in the future.
- **Guiding Principles for the General Plan.** A summary of key strategies to guide the Gilroy General Plan towards achieving the community's vision.
- **Areas of Special Concern.** Highlighting four areas of critical importance and special concern for the Gilroy General Plan: Neighborhood Districts, Campus Industrial Areas, Downtown, and Hecker Pass.

Together, these provide the framework and strategic direction for the goals, policies and implementing actions of the General Plan, presented in Chapters 4 through 9.



A Vision for Gilroy

The “Vision for Gilroy” is a description of the type of community we would like Gilroy to be in the future—it is a statement of community values, and the end point towards which the General Plan’s goals, policies and implementing actions are directed. It describes the community in terms of what it “will be” in the future, highlighting its defining characteristics and most valued attributes.

In the General Plan’s vision for Gilroy’s future, Gilroy will be a community with...

Small Town Character

Gilroyans will enjoy living in a small city that has retained its small-town character. This means, among other things, that it will be a relatively compact city, surrounded by open space and agricultural lands; people will know their neighbors; it will be easy to get around; buildings will be relatively small in scale (typically one to two stories); and people will be involved in the decisions that affect them and their community’s future.

A Rural Setting, Surrounded by Open Space

Though it will continue to grow over the next twenty years, Gilroy will retain its rural identity. Its boundaries will be defined by substantial areas of natural open space and working agricultural lands that separate it from adjacent communities.



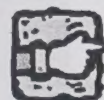
The vision for Gilroy’s future emphasizes a compact pattern of development, surrounded by open space and working agricultural lands, helping to retain the City’s small-town character and rural atmosphere.

A Compact, Integrated Development Pattern

Gilroy will be a well-planned, compact community. It will first grow inward through infill development, and then concentrically outward from its historic core. Old and new parts of the community will be integrated with one another through the city’s network of streets, bike lanes, and pedestrian pathways.

A Link Between Growth and Resources

New growth will be planned in light of resource capacity constraints and managed to ensure that it is



properly coordinated with basic services and facilities such as streets, sewer, water, fire, police, and schools. An emphasis on infill development will ensure efficient use of the City's existing infrastructure. Areas of new development will be closely coordinated with the funding and implementation of necessary infrastructure improvements, extensions, and expansions.

Attractive Residential Neighborhoods and Quality Housing for All

On the west side of Highway 101, high quality residential neighborhoods—old and new—will provide a diversity of housing opportunities for Gilroyans. Different types of housing will be integrated throughout the community and within each neighborhood to meet the needs of different household types, different income levels, and people with special needs. Homes will be attractively designed and within easy walking distance of a local park, open space, or recreational facility. In addition, neighborhood-serving facilities such as parks and schools will be integrated into neighborhood areas, and neighborhood-serving commercial establishments will be located within easy walking distance of housing to help meet residents' daily shopping needs. These establishments will be sited and designed so that they are compatible with the local neighborhood.



Our new and old residential neighborhoods will use traditional design elements to create attractive, pedestrian-friendly environments.

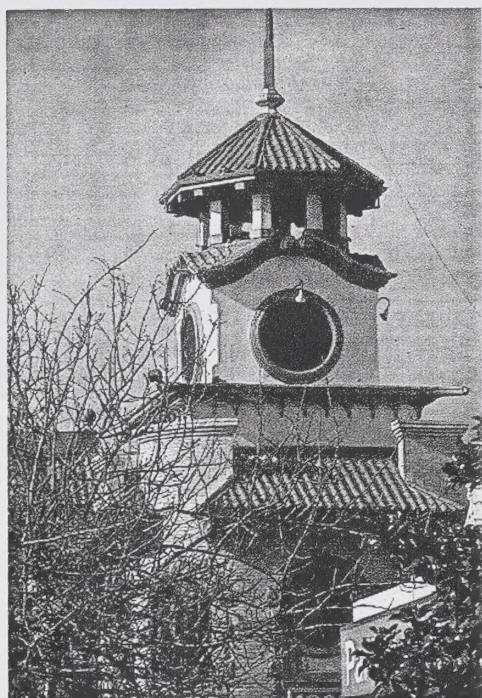
Ample and Diverse Economic Opportunities

A mix of traditional and new industries will provide a vibrant local economy and a rich diversity of economic opportunities for Gilroyans. Agriculture, regional commercial businesses, industrial operations, support services, and businesses such as research and development firms will provide a wide variety of job opportunities. Gilroy's historic Downtown, the attractions and scenic beauty of the Hecker Pass area, outlet shopping, and continued success of the summer Garlic Festival will support growth of the tourism economy, with certain areas along Highway 101 providing visitor-serving businesses such as hotels, motels and gas stations.



A Vibrant Downtown at Its Core

A vibrant Downtown will be the pride of Gilroy's residents and the focal point of activity in the City. Downtown Gilroy will showcase restored historic buildings, attractive new buildings, a bustling transit center, new housing, pedestrian-oriented public spaces and amenities, and a new town plaza or pedestrian mall. A wide mix of uses in or near Downtown will attract both residents and tourists, including a new Performing and Visual Arts Center, cinema, an expanded civic center, restaurants, shops, and offices.



The vision emphasizes the future role of Downtown as the focal point of activity in Gilroy. New housing, shops, restaurants, a bustling transit center, and a new Performing Arts Center are all envisioned as part of the lively mix.

A Thriving Arts Community

Gilroy's arts community will be well known throughout California as a thriving and nurturing arts community. Residents and visitors will attend community performances and cultural activities at the Gilroy Performing and Visual Arts Center.

Lots of Trees and a Network of Parks, Paths, and Open Spaces

Gilroy's streets, old and new, will be lined with trees that infuse greenery throughout the city. Trees will be selected and maintained to ensure minimal impacts on sidewalks and other infrastructure. Native species will be used wherever possible. An interconnected network of parks, open spaces, and bike and pedestrian pathways will add to the feeling of greenery and openness in the City, incorporating and preserving important natural features such as Uvas Creek. Preservation and conservation efforts will also help ensure that residents enjoy both clean air and clean water.

A Transportation Network That Makes It Easy to Get Around

Street and traffic control improvements will be designed to ensure the smooth flow of traffic throughout the city. Bicyclists and pedestrians will find it easy to move around, using the extensive network of bike and pedestrian pathways, and the bike parking facilities at employment centers and other destinations. Improved transit service will also help control traffic, supported by new transit-oriented development near the Caltrain Station for people who value easy access to local and regional transit services.

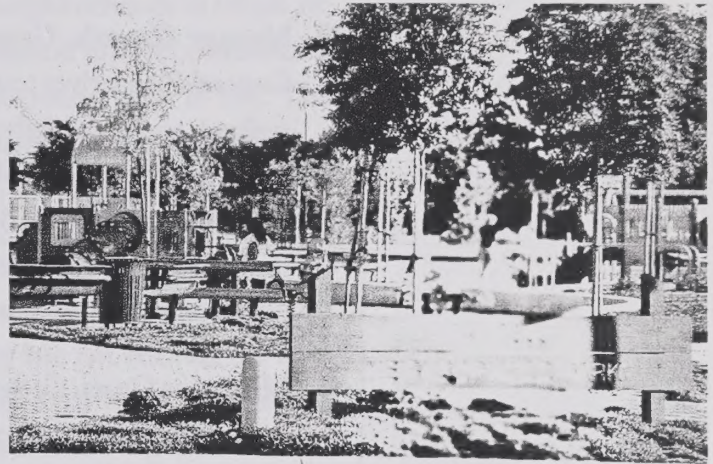


Quality Community Facilities and Excellent Schools

Gilroyans will enjoy high quality community facilities that serve the needs of all residents. An extensive network of parks and recreation facilities with a wide range of activities will be available, including a new aquatic facility, a multi-purpose facility, and a youth center. Recreational facilities will be shared with Gilroy's schools, ensuring excellent facilities for all City residents. At the civic center, an expanded senior center and larger public library facility will provide needed community services.

A Diverse, Active, and Proud Citizenry

Gilroy will have a diverse population of different ages, ethnicities, economic backgrounds, and interests. It will be a city where people know and care about each other; where community participation and volunteerism are the norm, not the exception. It will be a city where social interaction and a sense of community are encouraged through quality neighborhood design and inviting, pedestrian-friendly public places. Most importantly, it will be a city in which all of its citizens can take pride.



High quality community facilities, such as Mantoli Park, are an important to Gilroy's current and future quality of life. The City's new Parks and Recreation System Master Plan—developed in coordination with the General Plan—provides detailed guidance for the development of new facilities, in keeping with the vision, goals, and policies of the General Plan.

An Active and Involved Seniors Population

Gilroy's growing seniors population will enjoy a diversity of services and activities at the expanded senior center. Improved transit service; a more walkable, safe, and vibrant Downtown; and new housing opportunities within easy access of shopping and parks will enrich the daily lives of Gilroy's seniors.

Young People Valued and Involved as Members of the Community

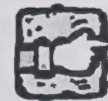
Gilroy's greatest asset is its young people. The City's extensive outreach efforts will involve a wide range of government, business and civic groups in creating a partnership with and for youth. Young people will be engaged in a wide variety of community activities and youth employment opportunities that teach important skills and benefit the community at-large.



Guiding Principles for the General Plan

The General Plan has been developed based on a core set of “guiding principles.” These principles—based upon the preceding vision statement—serve as overarching goals for the General Plan.

- **Manage Growth.** Growth presents challenges as well as opportunities. The General Plan strives to manage growth so that benefits to the community are realized, and potentially negative impacts are minimized or eliminated. Growth management tools established in or supported by the General Plan include the 20-Year Growth Boundary, Urban Service Area, Residential Development Ordinance, Level of Service Standards, and policies that coordinate development approvals with infrastructure extensions and service provision.
- **Minimize Costs.** Growth carries costs, in the near term and long term. These include the costs of infrastructure and services extensions, as well as non-monetary costs such as the loss of open space and changes in community character. The General Plan strives to minimize costs by directing growth to areas that will be less expensive to service, and where potential impacts can be reduced.
- **Focus Inward.** A key strategy for managing growth and minimizing costs is to focus new development in areas that are already serviced by roads, sewers, and other infrastructure. In 1998, more than half of the incorporated lands in the City remained vacant or in agricultural use. The General Plan supports development on these lands before extending the City outward. It also supports intensification of development in the Downtown area to discourage sprawl and strengthen the Downtown core.
- **Strengthen Downtown.** Downtown is the historic center of Gilroy. Although that role has been weakened since development of the Outlets and the shopping centers on First Street, the community feels strongly about retaining Downtown’s historic character and strengthening its role as the City’s center. The General Plan places a high priority on Downtown and sets forth a variety of policies to support that position, including development of a Downtown Specific Plan to coordinate and guide development efforts there.
- **Promote Jobs and Business Development.** Gilroy’s economic health and vitality is of utmost importance, providing jobs for residents and revenues to support City services. The General Plan promotes a strong local economy by supporting the growth and expansion of existing local businesses; ensuring ad-



equate land to attract new commercial and industrial businesses, including small- and medium-size businesses; creating a new “campus industrial” land use to specifically attract high-tech businesses; and establishing policies in support of economic development activities.

- **Create Quality, Diverse Neighborhoods.** Our sense of community and quality of life are largely shaped by the residential neighborhoods in which we live. The physical design of these neighborhoods should support community interaction and provide a safe, attractive, and welcoming place to live. The General Plan supports development of quality, diverse neighborhoods that meet the needs of all Gilroyans, and establishes a new land use designation titled “Neighborhood District” to help achieve this goal.
- **Support Affordable Housing.** Santa Clara County is one of the most expensive housing markets in the country. While Gilroy has not reached the level of housing rents and prices in the North County area, it has experienced significant increases, and housing affordability has become a critical issue. In the next twenty years, many people who currently live or work in Gilroy will find it increasingly difficult to afford the cost of housing here. The General Plan encourages a mix of housing types in new residential areas, ensures adequate land for medium and high density housing, and sets forth a number of policies and supporting programs to specifically address housing affordability.
- **Protect Resources.** Gilroy is blessed with a number of natural resources, including beautiful hillside areas, creeks, abundant groundwater, open spaces, and prime agricultural lands. The General Plan strives to limit, direct and control new development so that these valuable resources are protected and maintained.
- **Ensure Public Safety.** Development must be kept out of areas that pose significant natural hazards, and growth must be properly managed to ensure that it does not create new hazards or place undue strain on public safety services. The General Plan identifies areas prone to flooding and areas of seismic risk, and establishes restrictions for development in these areas. It sets forth policies to address man-made hazards such as noise, and establishes level of service standards to ensure that public safety services are maintained at adequate levels to meet the demands of new growth.



Areas of Special Concern

The following section highlights four “areas of special concern” that have been a focus of discussions in development of the General Plan. These represent important new policy directions in the updated General Plan and/or issues on which the General Plan wishes to provide a more detailed description of its goals and intent. These areas are:

- Neighborhood Districts
- Campus Industrial Areas
- Downtown
- Hecker Pass

The text for each area bridges the general direction established in the vision with the more detailed directives established in the General Plan’s goals, policies, and implementing actions. The discussion of each *area of special concern* should be used to help guide interpretation and implementation of the General Plan and its policies, and as an information source for interested citizens, property owners, developers, and others.



Neighborhood Districts

The General Plan envisions neighborhoods that are attractive, safe, diverse, and healthy, containing housing that is affordable to a variety of income groups, thereby enhancing the quality of life for all Gilroy residents.

To help achieve this vision for Gilroy's future, the General Plan establishes a new land use designation—the Neighborhood District. This is a new tool for implementing many of the housing and community design policies of the General Plan. Through the Neighborhood District, the City hopes to promote a more integrative, comprehensive, and creative approach to neighborhood planning.

Specifically, through the Neighborhood District, the General Plan aims to:

- Create neighborhoods that are predominantly single family in character, but which integrate different types and prices of housing to meet the full range of housing needs.
- Ensure that the City's affordable housing goals and objectives are met.
- Encourage innovative site and building designs that contribute to the overall attractiveness and livability of Gilroy.
- Promote walking and biking as alternative modes of transportation.
- Integrate neighborhood-serving facilities and amenities such as schools, parks, and community gathering places to meet residents' needs, promote a sense of community, and provide for a high quality of life.
- Encourage the creation of neighborhood-serving commercial centers that are within walking distance of residential neighborhoods and which are sited and designed to protect the neighborhood's character and residential quality.
- Encourage residential neighborhood designs that reduce traffic speeds and volumes and control noise.



The Neighborhood District promotes a mix of housing types and uses. This development in north-central Gilroy reflects some of the Neighborhood District concepts, including the incorporation of community open space and a variety of housing types within a unified design scheme.

The General Plan establishes the new “Neighborhood District” land use designation to implement its goals for residential development. It also retains the four existing residential land use designations—Hillside Residential, Low Density Residential, Medium Density Residential, and High Density Residential—for the City’s existing residential neighborhoods.

The Neighborhood District designation has been mapped on the Land Use Plan Map in areas of future residential development, predominantly in the southwest and northwest of the planning area. The other residential designations have been mapped in areas of existing residential development to retain the current overall pattern of development, with only minor site-specific modifications. This reflects another important priority for the General Plan—to protect, maintain, and enhance the quality of the City’s existing residential neighborhoods.

The Neighborhood District land use designation is defined on page 4-8, along with the other land use designations of the General Plan. See also Policy 1.05, Existing Neighborhoods (page 4-21).



Figure 3-1. Neighborhood District Locations



Housing Mix in New Neighborhoods

A primary objective of the Neighborhood District is to ensure a mix of housing types and prices in new residential neighborhoods. Rather than mapping areas of “low,” “medium” and “high” density residential uses, which segregates different types and prices of housing into separate areas, the Neighborhood District establishes a more flexible planning tool that encourages greater innovation in achieving housing and community design goals.

To ensure that new residential development responds to the full range of housing need in the community, the Neighborhood District establishes both a minimum required housing mix (by zoning district), as well as a target mix—with incentives for achieving the target mix.

Target Mix

The target mix for residential land uses within a neighborhood area (excluding land required for streets, schools, parks, resource protection, neighborhood commercial, or other infrastructure and/or amenities) is to provide, in addition to single family uses (R1), at least:

- 10 percent of the residential land area for two-family (duplex) residential uses (R2)
- 15 percent of the residential land area for medium density residential uses (R3)
- 5 percent of the residential land area for high density residential uses (R4)

While the actual mix in any particular development will vary based on site constraints and opportunities, developers will be encouraged to achieve or exceed the target mix through an incentives program that might include priority ranking in the Residential Development Ordinance competition and/or density bonuses. The exact incentives to be used will be established as part of the *Neighborhood Districts Implementation Strategy* (see Action 1.C on page 4-41).

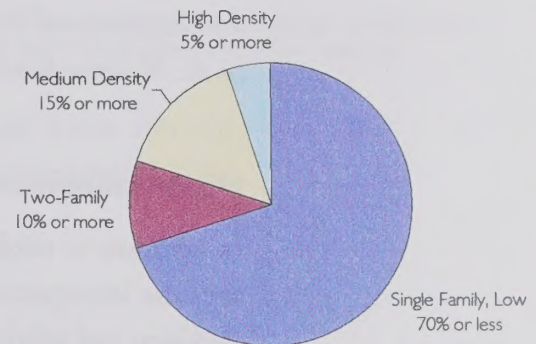


Figure 3-2. Target Mix of Residential Densities



Minimum Mix

While incentives will encourage developers to achieve the “target” housing mix in Neighborhood Districts, all new residential developments will be required to provide *at least*:

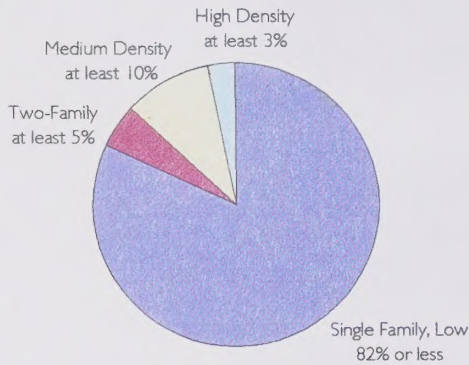


Figure 3-3. Minimum Mix of Residential Densities

- 5 percent of the residential land area for two-family (duplex) residential uses (R2)
- 10 percent of the residential land area for medium density residential uses (R3)
- 3 percent of the residential land area for high density residential uses (R4)

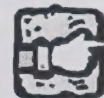
Exceptions to this requirement will be considered for smaller parcels that are not able to achieve the full range of densities. The criteria for granting such exemptions will be considered and established in the Neighborhood Districts Implementation Strategy (Action 1.C, page 4-41).

The target and minimum mix of housing densities is established in the definition of the Neighborhood District land use designation (page 4-8), with supporting language in the Neighborhood Districts Implementation Strategy (Action 1.C, page 4-41).

Non-Residential Neighborhood Uses

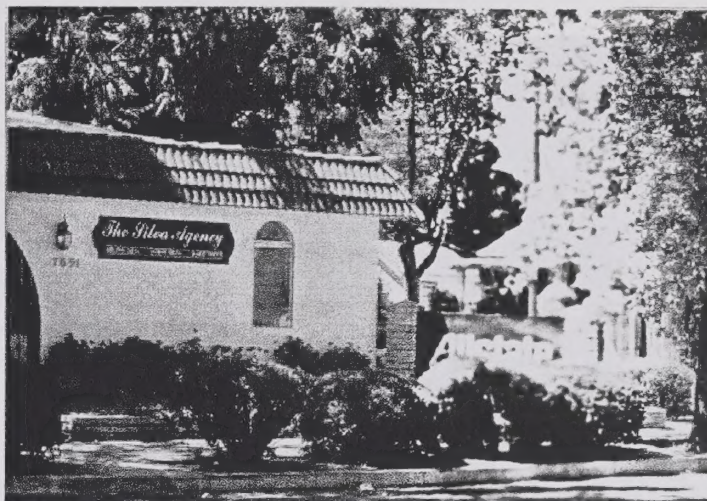
In addition to residential uses, the Neighborhood District designation encourages the incorporation of resident-serving uses such as parks, schools, daycare facilities, and religious facilities. Additionally, neighborhood-serving commercial and professional office uses are encouraged so long as they are:

- sited at the “entry” to the neighborhood;
- adequately buffered from adjacent residential uses;
- limited in size;
- controlled to prohibit inappropriate uses;
- designed and landscaped to be compatible with the residential neighborhood; and
- sited with adequate distance from competing commercial uses to ensure a suitable neighborhood market area.



The creation of “neighborhood centers” is also encouraged, clustering uses such as a neighborhood or community park, school, daycare facilities, and neighborhood-serving retail uses such as a small bank branch, café, bakery, postal service, or small grocery store. While the mix of uses needs to be carefully controlled, they can have a synergistic effect and result in a highly valued community amenity. Such centers might even incorporate mixed use buildings, with retail or office uses on the ground floor, and residential apartments above. Like the criteria for neighborhood commercial developments, neighborhood centers would also need to be sited at the “entry” to the neighborhood.

Neighborhood-serving, non-residential uses can also be incorporated in existing residential neighborhoods through infill development projects. However, such sites are likely to have more issues in terms of adjacent uses and design requirements. Proposals for establishing neighborhood commercial uses in existing residential areas must be developed and reviewed within a community planning process that involves area residents.



Non-residential uses such as small professional offices can ‘fit in’ with residential areas if they are appropriately sited and designed.

See Policy 3.19, Neighborhood Commercial Uses (page 4-32) and Action 3-E, Use Controls and Design Guidelines for Neighborhood Commercial Developments (page 4-46).

Site Planning and Design

The General Plan sets forth a number of policies to help guide the planning and design of new residential neighborhoods, including but not limited to:

- **Neighborhood Open Space.** Incorporate open spaces into residential neighborhoods, ideally in conjunction with a pedestrian and bicycle circulation system (*Policy 1.09, Clustered Development; Policy 20.01, Open Space Areas; Policy 16.12, Pathway Network and Facility Connections*).



New neighborhoods should include street trees that will eventually provide a shade canopy and street character similar to that found along streets in older parts of the City.

- **Community Gathering Places.** Provide community gathering places, such as mini-parks or tot lots, neighborhood parks, small picnic areas, or a “neighborhood center” type of development (incorporating neighborhood facilities and neighborhood-serving retail uses) (*Policy 16.06, Facility Distribution; Park and Recreation Definition and Facility Classification System, page 7-9; and related policies in the City’s Parks and Recreation System Master Plan*).
- **Street Trees.** Residential streets should include street trees to (eventually) provide a canopy of shade over the sidewalk and street. Tree species should be selected that will (a) provide a canopy of shade; (b) have root systems that will not cause sidewalk buckling and other damage; and (c) make use of native species (*Policy 1.12, Street Trees*).
- **Creek Protection.** Ensure protection of creeks (including small canyons and seasonal creeks) that flow through the area, preserving their natural drainage function through adequate setbacks and easements (*Policy 20.01, Open Space Areas; Policy 20.02, Creek Protection*).
- **Resource and Habitat Protection.** Ensure protection of natural resource and wildlife habitat areas (*Policy 1.09, Clustered Development; Policy 20.01, Open Space Areas; Policy 20.03, Plant and Wildlife Habitats; Policy 20.04, Rare and Endangered Species*).
- **Natural Features.** Respect the natural topography to the greatest extent possible, retaining significant natural features such as hillsides, trees, and heavily vegetated areas (*Policy 1.09, Clustered Development; Policy 20.01, Open Space Areas*).
- **Hazardous Areas.** Keep residential development away from hazardous areas such as fault zones, floodways, and steep hillsides (*Policy 20.01, Open Space Areas; Policy 25.01, Location of Future Development; Policy 25.07, Development in Seismic Risk Areas; Policy 25.12, Slope Restrictions; Policy 25.14, Very High Fire Hazard Severity Zone; Policy 25.20, Development Restrictions in Flood Areas*).



Neighborhood Circulation

The General Plan encourages street designs and circulation systems in new neighborhoods that manage traffic flow; encourage biking and walking; encourage transit; and protect neighborhood quality. Specifically, the Plan establishes the following policies:

- **Traffic Management.** Provide a residential street system that minimizes traffic impacts on neighborhood areas (*Policy 12.02, System Function and Neighborhood Protection; Policy 12.03, Residential Street Design*).
- **Bike and Pedestrian Circulation.** Make it easy to walk or bike from residences to local destinations such as a school, park, bus stop, or local store, as well as to major destinations such as employment centers, shopping centers, transit centers, and community facilities (*Policies 14.01 through 14.06 regarding Bicycle and Pedestrian Circulation*).
- **Inter-Neighborhood Access.** Provide direct links between adjacent residential developments, neighborhoods, and/or commercial areas, via shared parks or open spaces, pedestrian/bicycle pathways, or roadway connections (*Policy 12.03, Residential Street System Design*).
- **Transit.** Support transit use by clustering higher density residential uses, public facilities, and commercial uses next to transit stops (*Policy 13.01, Transit and Development; Policy 13.03, Transit-Oriented Development*).



Bicycle and pedestrian paths should connect residential neighborhoods with employment centers, shopping areas, and community facilities.

Architectural Design

Successful integration of different housing types in a single neighborhood requires careful attention to architectural design. The Neighborhood Districts Implementation Strategy (*Action 1.C*) calls for the development of “design guidelines and design review procedures to ensure that Neighborhood Districts meet the vision, goals, and policies of the General Plan.” These guidelines should address issues such as:



- **Building Mass and Scales.** Large building masses should be broken up, and designed in scale with their surroundings. This might involve breaking one large building into several smaller buildings; providing variation in the roofline; creating a three-dimensional façade rather than a massive, flat façade; and using landscaping to soften building edges.
- **Consistent Style and Materials.** The architectural style and materials of duplexes, townhouses, and apartments should be similar if not identical to those used for single family homes, ensuring that they reflect the scale and character of the neighborhood as a whole.



- **Architectural Variety and Interest.** Consistency in the design treatment between single family homes and multi-family buildings does not mean that all buildings should look identical. Residential architecture should ensure variety and visual interest, avoiding a repetitious “cookie cutter” look.
- **Street Orientation.** Residential buildings, including single family homes, should be oriented towards the street, with garages and parking areas located on the side or in the back. This, along with home designs that incorporate balconies, porches, and similar architectural features can encourage “eyes on the street,” thereby creating a safer street environment as well as a more pleasant and attractive neighborhood.



This new housing development in an older neighborhood orients the homes towards the street (top photo), with the garages and parking accessible from a rear alleyway (bottom photo).



Implementation

Successful implementation of the Neighborhood Districts will require an integrated, comprehensive, and creative approach to neighborhood planning.

Currently, the City's primary tool for controlling residential development is the Residential Development Ordinance (RDO). The RDO sets an annual limit on the number of housing units that are permitted, and establishes a "Project Rating Scale" used to evaluate and prioritize projects in the annual RDO competition.

To ensure integration of the RDO process with implementation of the Neighborhood Districts, the General Plan recommends development of a "Neighborhood Districts Implementation Strategy" (Action 1.C). This strategy would help ensure that the RDO and other planning tools are tailored to support implementation of the Neighborhood Districts. Using the General Plan as a statement of what the community hopes to achieve, it will develop an integrated, comprehensive, and creative strategy for getting there.

Specifically, the implementation strategy will:

- **Define and Recommend Appropriate Planning Tools**, taking into consideration the possible need for different implementation tools in different parts of the City. Examples of implementation tools include:
 - *Planned Unit Development (PUD) Zoning*. The City's Zoning Ordinance provides for a PUD Combining District "to promote unified planning and development, economical and efficient land use, a higher standard of amenities, appropriate and harmonious variety in physical development, creative design, and an upgrading of the urban environment." This could be a useful tool for areas of the City with large parcels or groupings of parcels under coordinated ownership or control. Modifications to the PUD Zoning criteria and procedures may be desirable (perhaps establishing a Neighborhood District PUD zoning district) to make it an effective tool for achieving the goals and criteria set forth in the General Plan.
 - *Specific Plan Process*. Due to parcelization issues and fragmented property ownership in some areas of future development, the City may require preparation of a Specific Plan to ensure orderly development in keeping with the goals and criteria of the Neighborhood District designation. The costs for preparation of the Specific Plan should be borne by the property owners.



- **Consider Establishing a Development Phasing Program** to integrate facilities planning, the RDO, and implementation of the Neighborhood Districts. Through a phasing program, the City would use the Urban Service Area to designate areas for near-term (five year) development and use a Specific Plan (or PUD) process to proactively guide the planning and design of those areas. RDO allocations would then be targeted to the designated areas (with first priority given to infill projects). This would also be a useful tool for ensuring coordination between new residential development and the facility planning of the Gilroy Unified School District.
- **Integrate Affordable Housing Strategies** to ensure that affordable housing goals are achieved through the Neighborhood Districts development process.
- **Define Design Guidelines and Review Procedures** for Neighborhood Districts, including use controls and design standards for Neighborhood Commercial areas.
- **Address Potential Exemptions and Variances**, recognizing that some small parcels may not be able to accommodate the established “minimum mix” of housing types. In addition to defining exemption criteria, the strategy could define site-specific review procedures to enable City planning staff to determine a desired housing density and mix based on a review of the surrounding neighborhood area and site-specific considerations such as road access and environmental constraints.



Campus Industrial Areas

The General Plan promotes economic development to provide quality jobs for Gilroy residents and essential revenues to support City services. Given that a large and growing portion of the City's work force commutes to the North County area for the well-paid, high-tech jobs there, the Plan places particular emphasis on promoting high-tech business development in Gilroy.

To help achieve this vision for Gilroy's future, the General Plan establishes a new industrial land use designation—Campus Industrial. This is an important new tool for encouraging high-tech industrial development and achieving the community's economic development goals.

Specifically, through the Campus Industrial designation, the General Plan aims to:

- Create high-paying jobs for Gilroy residents by encouraging the development of high-tech industries in Gilroy, including businesses such as software developers, research and development companies, customer service centers, and high-tech or information-based industries, including high tech manufacturing.
- Promote economic diversification to help make the local area less susceptible to the economic fluctuations in any one industry, thereby promoting a more sustainable and stable tax base for the City.
- Encourage the development of employment centers that are compatible with the residential environment in some areas west of Highway 101, making it easier for people to walk or bike to work, while maintaining the City's historic emphasis on industrial and commercial development in the area east of Highway 101.



The Southpoint Business Park incorporates many of the design elements that are desirable in campus industrial areas, including integrated site design, extensive landscaping, and pedestrian/bicycle circulation.



Industrial Land Use Designations and Acreage

The new Campus Industrial land use designation will help meet the community's economic development goals. However, the Plan also retains the two other industrial land use designations—Industrial Park and General Industrial—for the City's existing industrial areas, which will continue to play a key role in supporting future economic growth.

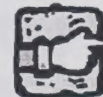
The Campus Industrial designation has been mapped in two areas of future industrial development:

- The largest area (approximately 430 acres) is located east of Highway 101 and the Gilroy Factory Outlets, south of Leavesley Road, north of Ronan Channel and west of Llagas Creek.
- One other smaller area is located east of Highway 101 in the vicinity of the proposed Buena Vista interchange (approximately 40 acres).

The General Industrial and Industrial Park designations have been retained in areas of existing or planned industrial development. This provides for:

- Approximately 1,105 acres of general industrial lands in the City's southeast industrial area and the Southpoint Business Park (of which approximately 790 acres are undeveloped);
- Approximately 339 acres of industrial park lands (approximately 182 undeveloped) in the area bounded by Leavesley Road, Monterey Street, Buena Vista Avenue and Highway 101; and
- Approximately 25 acres of industrial park lands (all undeveloped) in the area along San Ysidro Road, just north of the new Home Depot development (redesignated from General Commercial due to traffic generation concerns).

Figure 3-4 summarizes the industrial land use acreage in the Land Use Plan Map by area of the City, industrial use category, and development status. See the Land Use Plan Map as well as the industrial land use designations in Chapter 4 (pages 4-15 through 4-16).

**Figure 3-4. Industrial Land Use Acreage by Category, Development Status, & Location**

	Campus Industrial	Industrial Park	General Industrial	Total Industrial
West of Highway 101				
<i>total acres</i>	0	339	40	379
<i>undeveloped acres*</i>	0	182	0	182
East of Highway 101				
<i>total acres</i>	495	25	1,105	1,625
<i>undeveloped acres*</i>	495	25	790	1,310
Total Planning Area				
<i>total acres</i>	495	364	1,145	2,004
<i>undeveloped acres*</i>	495	207	790	1,492

* Undeveloped acres are those vacant or in agricultural use at the time of the 1999 land use survey. Does not include under-utilized parcels or parcels potentially subject to redevelopment.

Planning and Design Guidelines

The General Plan sets forth a number of policies to help guide the physical planning and design of new developments. Many of these—especially as they relate to natural resource protection (e.g., creeks, habitat areas, etc.) and hazardous areas (e.g., seismic risks, steep slopes, etc.)—are outlined in the preceding discussion of “Neighborhood Districts,” and apply to industrial as well as residential development.

Additional guidelines should be considered in the planning, design and development of campus industrial areas to ensure that they achieve the vision of the General Plan:

- **Integrated Site Design.** Create an aesthetically and functionally coordinated site plan that integrates roadways, pedestrian and bike paths, parking areas, buildings, landscaping and open space, and support facilities. Ensure coordination between individual campus industrial developments, such that the overall effect is that of an integrated campus environment (even though it may contain a variety of large and small developments).
- **Use Controls.** Ensure that the uses located in designated areas are in keeping with the campus industrial environment. While operations may be classified as “industrial,” they should not create excessive noise, dust and other nuisances that might impact adjacent properties and uses. The general feel should be that



of an office park, though specific uses might include some types of light manufacturing (e.g., “high tech” manufacturing). Less visible impacts such as gaseous emissions or effluent discharges must also be controlled, in compliance with environmental and public safety laws, to protect adjacent residences and the local environment.

- **Commercial Uses.** While retail commercial uses are generally discouraged in campus industrial areas, some nodes of appropriate retail uses are appropriate and should be encouraged. Appropriate retail uses include restaurants and business support services such as photocopying, printing, etc. These should be located at the entrances to campus industrial areas, with pedestrian and bike pathways connecting them to campus developments.
- **Access and Circulation.** Because campus industrial uses can generate large numbers of automobile trips, access and circulation issues must be adequately addressed. In addition to efficient roadway systems that provide convenient and direct access to major roadways (e.g., arterials, expressways and freeways), the circulation system should promote bicycle and pedestrian access (especially to nearby commercial and residential areas) and transit access (bus and rail).
- **Parking.** Parking areas should be sited and designed to be both functional and attractive. Parking should be located to the sides and backs of buildings, and broken up by landscaping to avoid creating a “sea of parking” in front of buildings.
- **Landscaping.** An integrated landscape design helps create a pleasing environment and provides a buffer between campus industrial developments and adjacent non-industrial uses. Roadways and parking areas should be landscaped and maintained to create a park-like feeling, and individual developments should include some landscaped outdoor public areas for use by employees and visitors.
- **Architectural Design.** Buildings in campus industrial areas should be attractive and high quality. Large building masses should be broken up and designed in scale with their surroundings. This might involve breaking one large building into several smaller buildings; “stepping back” the upper floors of the building; providing variation in the roofline; creating a three-dimensional façade rather than a massive, flat façade; and using landscaping to soften building edges. Building materials and architectural styles should provide for variety and visual interest, but should ensure an overall consistency in terms of design and construction quality.



Implementation

There are a variety of tools that can help guide implementation of campus industrial areas. These include:

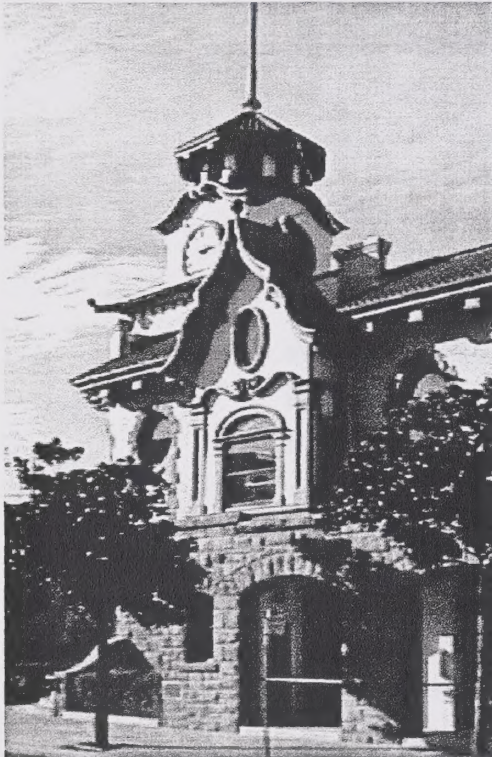
- **New Campus Industrial Zoning District.** At a minimum, a new zoning district should be established to guide development in Campus Industrial areas. This would establish appropriate use controls and development standards, including lot size requirements, setback and height requirements, and regulations regarding landscaping, parking, signage, and performance standards.
- **Planned Unit Development (PUD) Zoning.** The City's Zoning Ordinance provides for a PUD Combining District "to promote unified planning and development, economical and efficient land use, a higher standard of amenities, appropriate and harmonious variety in physical development, creative design, and an upgrading of the urban environment." This could be a useful tool for the implementation of campus industrial areas, especially for large parcels or groupings of parcels under coordinated ownership or control. Modifications to the PUD Zoning criteria and procedures may be desirable (perhaps establishing a Campus Industrial PUD zoning district) to make it an effective tool for achieving the goals and criteria set forth in the General Plan.
- **Specific Plan Process.** To facilitate development in the large campus industrial area east of Highway 101, the City will require the land owners to work with the City to develop a Specific Plan for the area. The City may also wish to encourage or require a Specific Plan for the campus industrial area adjacent to the proposed Buena Vista interchange as well. The Specific Plans will ensure a coordinated development plan for these areas, and make them more attractive for potential users. It would also help ensure that development in each area is in keeping with the goals and criteria of the General Plan.



Downtown

The Vision and Guiding Principles of the General Plan place a high priority on Downtown, stating that “Downtown will be the pride of Gilroy’s residents and the focal point of activity in the city...” It envisions an active, attractive, and

economically vibrant Downtown of “restored historic buildings, attractive new buildings, a bustling transit center, new housing, pedestrian-oriented public spaces and amenities, and a new town plaza or pedestrian mall.”



Gilroy's Old City Hall is located in the heart of the historic Downtown district.

While Downtown has experienced a period of decline due to competition from the Outlets and shopping centers on First and Tenth Streets, it remains a valued community resource and an important small business center, with restaurants, antique stores, and other specialty shops and service operations. Recent steps towards revitalization have produced valuable results, but many more challenges remain.

There are a number of promising opportunities for continued revitalization of Downtown, including a major redevelopment site; an expanding transit center with regional rail service; and a growing public-private partnership dedicated to improving and enhancing the Downtown’s physical environment. The General Plan hopes to focus attention on these opportunities and provide an overall framework for revitalizing Downtown within the larger context of the City’s growth and development. Specifically, the General Plan aims to:

- Define an overall vision for Downtown’s future.
- Provide comprehensive direction for the area’s physical design and development, addressing issues such as land use, circulation, parking, economic development, urban design, historic preservation, and public facilities.
- Establish a framework for coordinating development efforts in the Downtown area with development decision making elsewhere in the City (recognizing that decisions to support development in other parts of the City can sometimes undermine development efforts in the Downtown).
- Establish an implementation strategy for achieving the community’s vision and goals for Downtown’s future.



Downtown Boundary

The Gilroy General Plan expands the boundaries of “Downtown” from what was in the previous General Plan. It envisions the future development of Downtown continuing to focus on Monterey Street, extending from Leavesley/Welburn to Tenth Street, with related commercial development extending southward to the Monterey/101 interchange. Railroad Street will continue to serve as the primary boundary on the east side of Downtown, and the alley between Egleberry and Church Streets will continue as the primary boundary on the west (extending westward in the area between Sixth and Seventh Streets to include the Civic Center area). *Policy 3.23, Downtown Boundaries, and the Land Use Plan Map define the area considered as “Downtown” by the General Plan.*

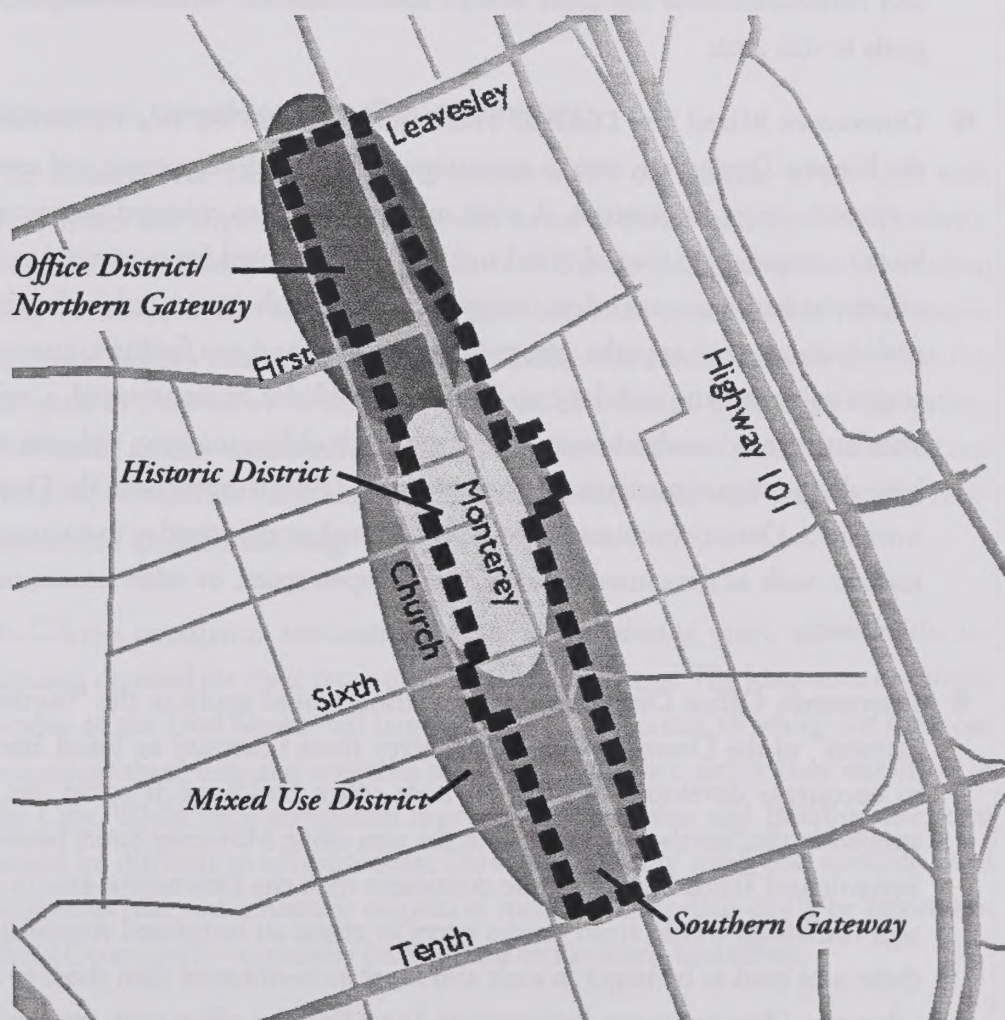


Figure 3-5. Downtown Boundary and Use Districts



Land Use Designation and Use Districts

The entire Downtown area is designated as “Downtown Commercial” on the Land Use Plan Map. However, it is recommended that the area be approached as three sub-districts with differing uses, design character and planning requirements. The three proposed sub-designations for Downtown land use are:

- **Downtown Historic District.** This would encourage pedestrian-oriented uses that are compatible with the unique historic character and small scale of the City’s historic Downtown core. Use controls would encourage specialty shops, cafes, restaurants, small hotels, professional offices, and similar uses and activities. Mixed use developments with retail uses on the ground floor and residential or office uses above would be especially encouraged. Restoration and adaptive reuse of historic buildings, compatibility of architectural styles, and enhancement of the area’s overall visual character would be important goals in this area.
- **Downtown Mixed Use District.** This would apply in the area surrounding the historic Downtown core to encourage mixed use development and create a vibrant, active Downtown. A wide mix of pedestrian-oriented uses would be encouraged, with second, third and fourth stories used for residential units, offices, artists’ lofts and other compatible uses. Public/quasi-public facilities and civic uses such as parks, playgrounds, cultural and arts facilities, cinemas, community centers, and day care facilities would also be encouraged. Design standards would establish some uniformity in building massing, setbacks and basic design requirements to create an integrated design throughout the Downtown area. Density bonuses might be considered as an incentive to encourage features such as structured parking, public open space, or other community amenities.
- **Downtown Office District** This designation would apply in the “northern gateway” to the Downtown area (Monterey from Leavesley to Third Street) to encourage development of larger scale office buildings. It could also be applied in the “southern gateway,” in the area along Monterey Street between Seventh and Tenth Streets. While consistent with the Downtown area in design (buildings would front on the street to create an integrated streetscape), these uses tend to be larger in scale and more auto-oriented than those in the other two Downtown use designations. In addition to office uses, compatible uses include civic facilities, hotels, theaters, restaurants, and financial institu-



tions. Higher density residential uses can also be compatible if developed as part of a mixed use project. Design requirements would ensure continuous sidewalks and other pedestrian amenities, consistent with the Downtown area as a whole, to promote pedestrian access to the historic Downtown core. Density bonuses might be considered for features such as structured parking, public open space, or other community amenities. For buildings higher than two stories, a “stepped-back” design should be encouraged to create a pleasant pedestrian environment (with the bottom two stories fronting on the street, and upper stories set back).

These designations for the Downtown area are presented in Chapter 4 under “Land Use Designations” (pages 4-12 through 4-14) and in Policy 3.24, Downtown Use Districts. It is expected that the Downtown Specific Plan will further refine these definitions and their boundaries on the Land Use Plan Map.

Economic Development Opportunities

The General Plan recognizes that Downtown will not be able to compete with the Outlets and large shopping centers in terms of sheer volume of retail activity, and that it is unlikely that large retailers will choose to locate in the Downtown area. However, it also recognizes that there are some areas in which Downtown currently holds a strategic advantage. No other commercial area in the City can compare to Downtown in terms of character and charm, pedestrian orientation, and transit access—characteristics that make Downtown an ideal location for restaurants, cultural and arts activities, entertainment, small and medium size businesses, and specialty retailing.

As Gilroy’s population continues to grow in the coming years, there will be increasing demand for these types of services and activities. The long-term economic vitality of the Downtown will largely hinge on the extent to which the City can encourage these uses and activities to locate Downtown rather than elsewhere in the City. While large companies may require land areas and building sizes that would be difficult to accommodate Downtown, many small and medium sized businesses (the real economic engines in most communities) could be accommodated Downtown—especially professional office-based businesses.

There are a number of strategies that, in combination, could help strengthen Downtown and ensure its long-term economic viability:



- **Improve the Look and Function of Downtown's Physical Environment.** The physical attractiveness and functionality of Downtown is critical to its long-term success. Issues that need to be addressed include sidewalk improvements, pedestrian lighting, infrastructure service improvements (including placing overhead utilities underground), traffic circulation, and parking. The following discussions of "Access, Circulation and Parking" and "Urban Design and Historic Preservation" provide an overview of some of these issues. A key function of the Downtown Specific Plan will be to provide a detailed, comprehensive strategy improving the Downtown's physical environment.
- **Direct Office Development to the Downtown.** While physical improvements are important for Downtown's future, the key to economic vitality is people. The mix of uses and activities in the Downtown must attract and keep people there. One strategy is to encourage new office developments in the City to locate in the Downtown area. The General Plan supports this strategy by limiting "professional office" land uses in other parts of the City, concentrating such developments in the Downtown area.



The Strand Theater, located Downtown, was once an important cultural arts facility for Gilroy. Renovation of the Strand or development of another site in the Downtown area as a new Performing and Visual Arts Center could provide a much needed boost to Downtown.

- **Direct Cultural, Arts and Entertainment Uses to the Downtown.** Cultural, arts, and entertainment activities can also support economic development goals—attracting people to the Downtown on evenings and weekends, to support businesses such as cafes, restaurants and specialty retailers. It is a strategy that has been used successfully in many other cities, small and large. The City is currently considering potential development of a new Performing and Visual Arts Center, and there is considerable debate over the ideal location. Such a facility can provide a "magnet" for attracting people Downtown, with significant potential for supporting Downtown development

goals. If a non-Downtown site is selected, it is unlikely that Downtown will be considered the City's cultural and entertainment center, and increasingly difficult for Downtown to become the "vibrant city center" envisioned in the General Plan. A performance facility located within or in close proximity to the Downtown (as is the City's new cinema complex, under construction on Monterey just south of Tenth Street) could provide a considerable boost for



Downtown's ongoing revitalization. It is recommended that the Specific Plan process be used as an opportunity to explore potential sites for Gilroy's Performing and Visual Arts Facility in or near the Downtown area.

- **Promote Mixed Use Development.** Mixed use developments help integrate new businesses into the Downtown area as well as the people to support them. They are a traditional form of development that can help reinforce Downtown's historic character and pedestrian orientation. City use controls and development standards should not only allow but encourage mixed use development in the Downtown area.
- **Promote Transit-Oriented Development.** With increasing regional highway congestion, access to convenient, safe and reliable transit service will be an increasingly important consideration for many residents and businesses. As a result, the CalTrain station and proposed VTA transit center will become increasingly important assets for Downtown. With projections showing significant ridership increases, plans by CalTrain to increase the frequency and quality of service, and proposals to extend commuter train service to communities south of Gilroy, the station will be an increasingly important hub of activity. Developments within walking distance of the train station will be attractive for residents who commute to the North County area for work, as well as for businesses that could benefit from having convenient transit access for their employees. Retail businesses in the station area could also benefit from commuter traffic, especially if combined with cultural and entertainment facilities that give commuters a reason to remain Downtown after their evening commute.
- **Capitalize on Development Opportunity Site.** There is a large site in the Downtown that offers a unique development opportunity—the vacant parcel and building previously occupied by Garden Valley Foods. The City is initiating a process to explore potential uses for this site, conducting a market assessment and technical evaluation for potential developments. Uses being considered include retail, office, live/work, high tech research and development, light manufacturing, business incubator and/or training facilities.
- **Link the Downtown and Civic Center.** The Gilroy Civic Center is home to Wheeler Auditorium, City Hall, the Library, the Senior Center, and the Police and Fire Departments. As Downtown development proceeds, opportunities for linking these important activity centers could help to strengthen the Down-



town. The Land Use Plan Map encourages this strategy by extending the Downtown land use designation to connect with the Civic Center's "Public Facility" designation.

Access, Circulation and Parking

Downtown's economic development relies on having convenient and safe access to the area—by car, foot or bike. It must also consider access for delivery trucks, emergency vehicles, and other service vehicles. The circulation system should:

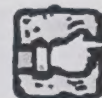
- Provide convenient automobile access into and through the Downtown area, with special attention given to parking availability and access;
- Provide safe, convenient, and pleasant pedestrian access; and
- Incorporate bicycle circulation and support facilities (such as bike racks and/or lockers);

Design of the circulation system should reduce potential conflicts between the automobile, pedestrians and bicyclists, controlling traffic speeds and minimizing the number of driveways that cut across sidewalks in pedestrian-oriented areas (e.g., along Monterey Street).

See Policy 3.27, Downtown Pedestrian Environment; Policy 3.28, Downtown Traffic Circulation / Monterey Street Improvements; and Policy 3.29, Downtown Parking.

Urban Design and Historic Preservation

The design of buildings and public spaces in the Downtown area can contribute to the economic success of Downtown, making it an attractive, pleasant and unique place to visit. Basic **pedestrian amenities** such as lighting and seating help make the area feel inviting and safe. Other improvements can support specific types of activities. For example, widening the sidewalk in selected areas can create opportunities for outdoor cafes and restaurants, making the street into a more active, friendly place. Similar sidewalk extensions can be used at pedestrian crossings to reduce the distance pedestrians must cross and enhance pedestrian safety.



Community residents have voiced strong support for development of a large community gathering place in the Downtown area—a **Downtown park or plaza** that could serve as a focal point for community events and activities. An important role for the Downtown Specific Plan will be to identify potential locations for creating such a space in the Downtown, and exploring strategies for its implementation.

Lastly, **historic preservation** is an important concern in the Downtown core, with the area's historic character providing a valuable asset for economic development. Urban design or "streetscape" improvements can draw upon historic design themes and enhance the area's charm and appeal, and re-use of historic structures can create unique office and retail spaces. However, strategies will be needed to address the high costs that can be associated with preservation, re-use and/or retrofitting of historic structures, especially given the number of unreinforced masonry buildings in the Downtown area.



The extended sidewalks in the downtown area provide areas for sitting and landscaping, creating a more comfortable pedestrian environment.

See Policy 1.06, Downtown; Policy 3.27, Downtown Pedestrian Environment; Policy 3.30, Historic Preservation, Restoration, and Re-Use in the Downtown Area; and Policy 3.31, Downtown Park or Plaza.

Implementation

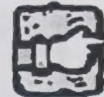
The most effective means for achieving the General Plan's goals for Downtown is through development of a Specific Plan. Using the General Plan's goals and intent as a starting point, the Specific Plan will:

- Confirm the boundaries of the "Downtown" area;
- Involve Downtown businesses, property owners, and residents in evaluating potential policies and development strategies;
- Develop a more detailed land use and circulation plan for the area, including refinement and mapping of the three "sub-designations" of Historic District, Mixed Use District, and Office District;



- Establish more specific use controls and development standards for each land use designation;
- Develop design guidelines for buildings and streetscape improvements;
- Explore potential sites for a Downtown park/plaza and the proposed Performing and Visual Arts Center;
- Explore opportunities for promoting transit-oriented development;
- Set forth a realistic implementation program, including funding strategies, that is supported by Downtown businesses and the community at-large.

See Policy 1.06, Downtown; and Action 1.D, Downtown Specific Plan.



Hecker Pass

NOTE: The area to which this discussion applies is designated "Hecker Pass Special Use District" on the Land Use Plan Map.

The Hecker Pass area is the jewel of Gilroy. It is valued for its rural qualities and scenic views, containing working agricultural lands, open spaces, and very limited residential and commercial development. It serves as the City's western gateway, and is a highly valued scenic resource for residents and visitors.

The next twenty years are sure to bring changes to the Hecker Pass area, especially in light of its annexation to the City. However, community residents do not want to see these changes undermine the very qualities that make the Hecker Pass area special. While some development should be allowed, care must be taken to protect the scenic qualities and rural, agricultural character of the Hecker Pass area. Thus, Hecker Pass is an area of special concern for the General Plan.

Following is a summary of the goals established by the General Plan for the Hecker Pass area, and related policies and implementing programs to achieve those goals.

Goals

- Protect the area's rural and agricultural character and scenic qualities, including its view corridors and natural features.
- Provide for an economically viable use of land for property owners.
- Capitalize on the area's unique potential as a year-round tourist draw.
- Ensure that the design of new developments respects and reflects the rural character of the area.
- Pursue designation of Highway 152/Hecker Pass as a State Scenic Highway, and establish roadside development controls to protect its scenic qualities.
- Extend the Uvas Creek Park Preserve and trail to connect with the Bay Ridge Trail.



Hecker Pass is an area of scenic beauty and rural, agricultural character, highly valued by many Gilroyans.



- Establish more specific use controls and development standards for each land use designation;
- Develop design guidelines for buildings and streetscape improvements;
- Explore potential sites for a Downtown park/plaza and the proposed Performing and Visual Arts Center;
- Explore opportunities for promoting transit-oriented development;
- Set forth a realistic implementation program, including funding strategies, that is supported by Downtown businesses and the community at-large.

See Policy 1.06, Downtown; and Action 1.D, Downtown Specific Plan.



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Hecker Pass is an area of scenic beauty and rural, agricultural character, highly valued by many Gilroyans.



Land Use Designations

The Land Use Plan Map has designated a special land use district for the Hecker Pass area, called “Hecker Pass Special Use District.”

The intent of the Hecker Pass Special Use District is to establish a special set of use controls and development parameters for the Hecker Pass area in recognition of its special status within the City and in response to its unique planning context.

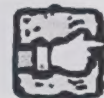
The Hecker Pass Special Use District designation has primarily been applied to the area that was previously designated as “Rural Residential.” It also has been applied to some areas north of Hecker Pass that were previously designated as Hillside Residential, helping ensure that development that is visible from the Hecker Pass Highway will conform to the same set of development controls, whether it is north or south of the highway.

The Uvas Creek area is designated “Park and Recreation Facility,” reflecting the desire to extend the existing Uvas Creek Park Preserve from Santa Teresa Boulevard up to and through the Bonfante Gardens property to Highway 152. It was previously designated as Open Space. The Bonfante Gardens properties continue to be designated for Visitor-Serving Commercial south of Uvas Creek and the Gilroy Municipal Golf Course retains its Park and Recreation Facility designation.

The Hecker Pass Land Use Diagram provides a conceptual graphic representation of the land use distribution considered to be in keeping with the goals of the Hecker Pass Special Use District.

The proposed distribution of land uses calls for the clustering of residential development in the southern part of the area designated as the Hecker Pass Special Use District, and in some of the designated areas north of Highway 152. The remainder of the site is kept in agricultural uses, with some “agri-tourism” development allowed to capitalize on the area’s tourism potential (see the discussion of “*Agri-Tourism*” Development that follows).

The exact distribution and configuration of land uses will need to be determined through the Specific Plan process (see the *Implementation* discussion at the end of this section), taking into consideration the development and design guidelines presented on page 3-21.



Zoning Districts and Use Controls

The Hecker Pass Special Use District provides guidance for establishing more specific zoning and development controls in the Hecker Pass area. These will be defined in the City's Zoning Ordinance—one of the most important tools for implementing the General Plan.

Specifically, the General Plan's land use designation in the Hecker Pass area would allow for use of the following *existing* zoning districts:

- Agriculture (A1)
- Open Space (OS)
- Park/Public Facility (PF)

It also allows for some limited residential development in the area, as well as development of "agri-tourism." However, the City does not currently have any zoning districts that could be used to implement the desired use controls, densities, and development standards for these uses. Therefore, new implementation tools will need to be developed through the Specific Plan process. Examples of potential tools include:

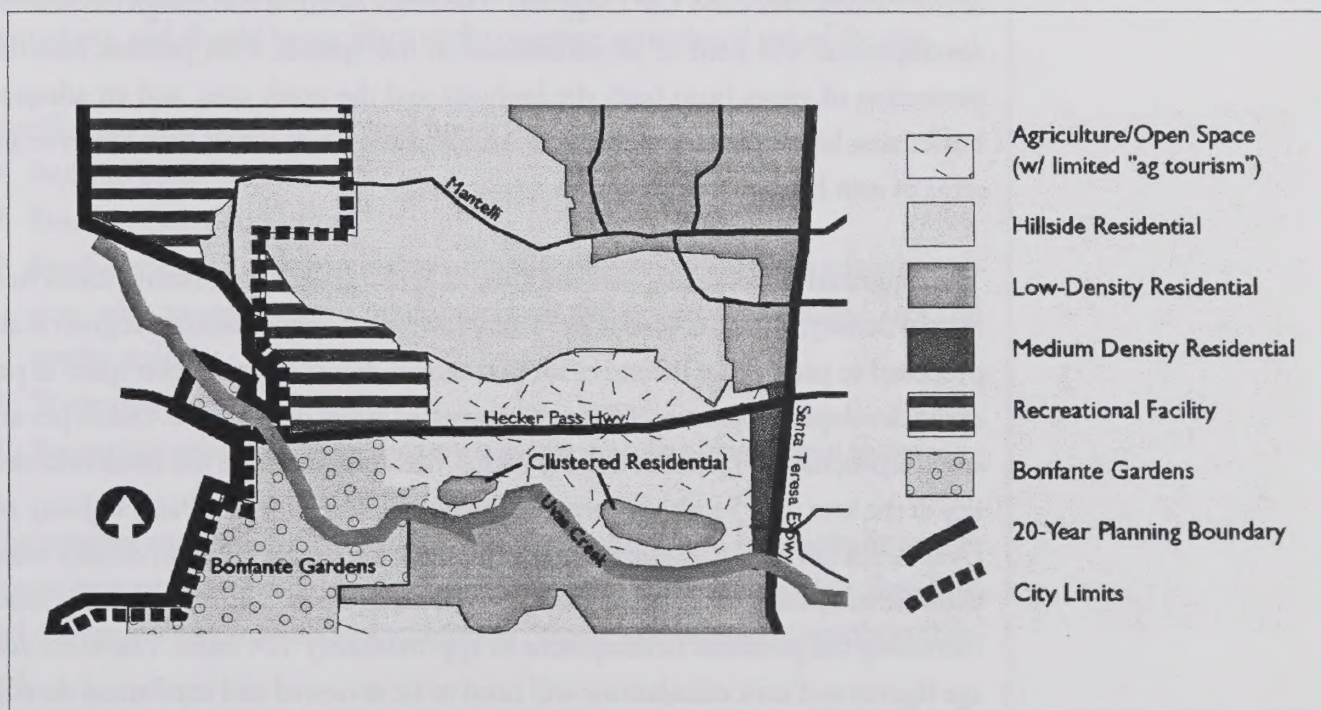


Figure 3-6. Hecker Pass Land Use Diagram

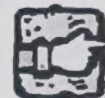


- A new residential zoning district tailored to the specific requirements of the area, establishing use controls, density limits, and basic development standards.
- A new “agri-tourism” zoning district to establish the special use controls and other development standards appropriate for this type of development (which would differ from the allowed uses under the existing A1/Agriculture zoning district).
- A Hecker Pass Overlay District, in combination with the base zoning designations, that would designate areas suitable for clustered development and appropriate densities for each cluster, in keeping with the overall density parameters and development standards established in the General Plan and Zoning Ordinance.

Residential Densities

The Hecker Pass Special Use District maintains a similar level of density as was allowed under the previous “Rural Residential” designation in the area between Hecker Pass Highway and Uvas Creek. However, it clusters the allowed units into the southern part of the area in order to retain large areas of agricultural lands and open spaces along the northern part of the area, adjacent to the highway (as shown in the Hecker Pass Land Use Diagram). The exact location and design of clustered developments will need to be determined in the Specific Plan process, ensuring protection of views from both the highway and the creek area, and an adequate buffer area between the proposed extension of the Uvas Creek Park Preserve and areas of new homes.

The suggested target density for the area, in keeping with the existing Rural Residential density, will be 0.4 units per acre. However, a density bonus program is also proposed to provide an incentive for permanent dedications of open space as part of the development process. Given the suggested target density of 0.4 units per acre and the proposed 25 percent density bonus, this could increase the residential density in the area to 0.5 units per acre. In the area between Hecker Pass Highway and Uvas Creek (an area of approximately 248 acres), the suggested target density would allow development of approximately 99 housing units, with the density bonus increasing the potential development to approximately 124 units. The exact acreage figures and unit calculations will need to be reviewed and confirmed through the Specific Plan process.



In the area north of Hecker Pass Highway, application of the Hecker Pass Special Use District designation will reduce the maximum allowed density in the area previously designated as “Hillside Residential.” However, entitled projects (i.e., projects that have received initial approvals, such as the Country Estates development in this area) will be exempt from the new requirements and will be allowed to proceed based on the densities and development patterns previously agreed upon.

As in the area south of Hecker Pass Highway, developments north of the highway will be encouraged to adopt clustered designs to protect the scenic quality of Hecker Pass Highway and to preserve the steeper hillside areas on the north side of the highway as open space. Areas for residential clustering could include the valley area leading up through the Hoey Ranch site towards the Country Estates development (with adequate setbacks from the highway), and on lands on the other side of the ridgeline from the highway (out of sight from the highway).

“Agri-Tourism” Development

The only commercial uses allowed in the Hecker Pass Special Use District are those defined as “agri-tourism” uses. These are small-scale establishments serving tourists along Hecker Pass Highway and reflective of the area’s agricultural heritage. They should be built only in conjunction with on-site, ongoing agricultural operations, and should be ancillary to the ongoing agricultural use of the site.

Specific uses that would be allowed under this definition include:

- Bed and breakfast inns
- Small restaurants or cafes
- Small-scale retail operations that primarily sell agricultural and related products, with an emphasis on products grown and processed in Santa Clara and nearby counties
- Wine-tasting rooms
- Recreation-related tourism uses, such as bike or roller-blade rental shops

The number and scale of agri-tourism establishments would be strictly limited to ensure preservation of the area’s semi-rural character and scenic quality. Fast-food and convenience store franchises and similar “chain” operations are strictly prohibited.



Circulation

Several circulation-related issues will need to be addressed in any planning for the future of the Hecker Pass area:

- **Limit Access Points on Highway 152 and Santa Teresa.** Both Highway 152 west of First Street and Santa Teresa Boulevard are designated as “express-ways” on the General Plan Circulation Map. This does not necessarily mean that traffic here is traveling at high speeds, but rather that the number of intersections is limited (spaced 0.25 miles apart or more) and direct-access driveways are prohibited or extremely limited.
- **Plan for the Widening of Highway 152.** Over the next twenty years, it is likely that traffic along Highway 152 will increase significantly due to the Bonfante Gardens development, reaching the point where the existing two-lane highway will require widening. While widening to four lanes will certainly change the character of the roadway, the General Plan directs the City to work closely with Caltrans¹ to ensure that the widening project respects the scenic qualities of the area and preserves natural features such as the deodar cedar trees. This could potentially be achieved through a split roadway configuration (with the trees retained in the median).
- **Provide for Vehicle Circulation.** Because of the limited access requirements of both Highway 152 and Santa Teresa, an internal roadway system will be required to accommodate vehicle circulation in the area concerned. The roadway should be designed in keeping with the natural topography to minimize cut-and-fill and be landscaped with native species in keeping with the area’s scenic qualities.
- **Provide an Integrated Network of Pedestrian and Bicycle Circulation.** Because of its scenic beauty and plans for extending the Uvas Creek Park Preserve, the Hecker Pass area will become increasingly popular with walkers, joggers, and bikers. Any development in the area must provide for bike and pedestrian circulation, connecting residential and “agri-tourism” developments with the Uvas Creek trail, and to any potential trail links leading to the north (through the Country Estates area) or south (through the Shappel project). A bicycle/recreation “staging area” should be provided near the planned extension of Third Street and Uvas Creek to accommodate future recreational use.

¹ Because Highway 152 is a State route, it is under the authority of Caltrans.



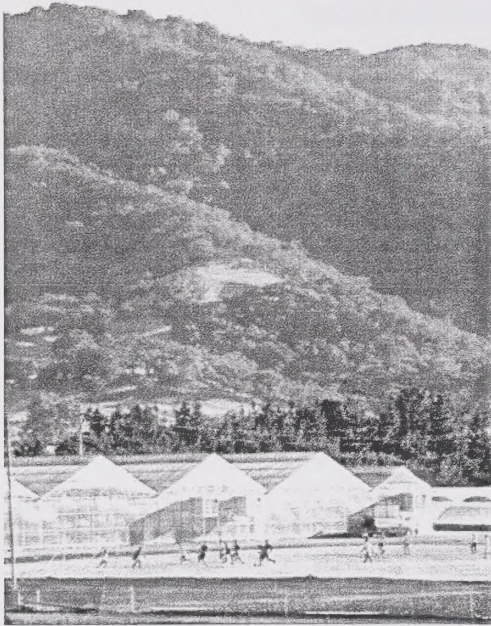
Development Controls and Design Standards

To ensure preservation of its rural character and scenic qualities, special design and development controls will need to be defined and enacted for the Hecker Pass area.

- **Ensure Adequate Setbacks.** Development along Highway 152 will need to be set back from the highway to protect views and preserve the roadway's scenic qualities. This is particularly important in light of the potential future designation of Highway 152 as a State Scenic Highway. Setbacks will also be required in areas adjacent to Uvas Creek to protect development from possible flood hazards and to protect views from the proposed extension of Uvas Creek Park Preserve. The setback may need to be more substantial than in other creekside areas due to the potential erosion of the stream bank along this segment of the creek and to ensure an adequate buffer between recreational uses in the park preserve and residential developments.
- **Follow State Scenic Highway Standards.** In addition to setback requirements, development along Highway 152 should comply with State requirements for development along designated Scenic Highway routes.
- **Establish Site Design Guidelines for Clustered Development.** In addition to setback requirements, site design guidelines should promote clustered development; maximize open space preservation; ensure protection of viewsheds, natural features, and habitat areas, including Uvas Creek; and keep development away from hazards such as floodways, seismic hazards (e.g., fault zones and areas of potential liquefaction), and steep hillsides. The siting and design of clustered developments will be critical to achieving the Plan's goals—ensuring that cluster densities and designs preserve the semi-rural character, including the preservation of agricultural properties that are large enough to support ongoing agricultural operations.
- **Preserve Open Space.** A variety of open space areas should be created through the design and development process, including active recreation areas, habitat protection areas, agricultural areas, scenic open spaces, and neighborhood open spaces (interspersed between clusters of residential development). For all open spaces, the Specific Plan should ensure (a) that open space dedications are permanent, and (b) that appropriate mechanisms are in place to address ongoing maintenance and management issues. The proposed density bonus is one possible incentive approach for achieving these goals. Another option might in-



clude a Transfer of Development Rights program. For lands accepted by the City as dedicated open space, consideration should be given to establishing long-term lease agreements with farmers or wine producers who would continue cultivation of the land.



The Specific Plan should provide for a variety of open space areas, ensuring their long-term management and preservation.

- **Limit Building Heights.** Building heights will need to be limited to preserve the area's rural character and protect views. Most buildings should be two stories, maximum, with taller buildings allowed only if for agricultural use.
- **Establish Architectural Guidelines.** Design guidelines can help ensure that new development enhances the area's rural charm. Guidelines should promote the use of appropriate architectural styles, varied rooflines, natural colors and materials, and landscaping with native, drought-tolerant plants.
- **Limit and Control Signage.** The amount of signage along Highway 152 should be strictly limited, and controls established for the size, location, and design of signs (encouraging natural materials and colors). Neon signs should be strictly prohibited and advertisements should be limited to businesses in the Hecker Pass area.

Implementation

The most effective means for achieving the General Plan's goals for the Hecker Pass area is through the Specific Plan process. Using the General Plan's goals and intent as a starting point, the Specific Plan will:

- Develop a more detailed land use and circulation plan for the area;
- Consider economic development concerns to strengthen the area's potential for tourism;
- Clearly define allowable densities and a desired pattern of development;
- Ensure permanent dedication of open space areas, including agricultural lands, and mechanisms for their ongoing management;
- Address seismic, soils, flooding, erosion and other public safety issues;
- Establish detailed use controls;
- Define development standards and design guidelines, incorporating State Scenic Highway Standards, and
- Set forth a realistic implementation program that is supported by the community at-large and area property owners..



The Specific Plan should cover all of the area designated as “Hecker Pass Special Use District” on the Land Use Plan Map, as well as the Bonfante Gardens development, the municipal golf course, and properties adjoining Santa Teresa Boulevard.

The Specific Plan process will provide an opportunity to involve property owners and other citizen representatives in evaluating the area’s unique constraints and opportunities, and developing a workable plan that is in keeping with the General Plan, and supported by the community.

Community Design and Development



Introduction

This chapter defines the Land Use Designations of the Gilroy General Plan and presents the Land Use Plan Map.

It also sets forth the City's goals, policies and implementing actions for:

- Community Design
- Growth Management
- Economic Development
- Agriculture
- Historic Preservation
- Scenic Highways



Land Use Plan Map and Designations

The Land Use Plan Map

The Land Use Plan Map, displayed in Appendix B, defines the general pattern of future development for the City. It is a graphic expression of the General Plan's goals and policies pertaining to community design and development as well as to policy areas covered elsewhere in the Plan. It is the single most important policy implementation measure of the General Plan.

The Land Use Plan Map covers the area within the "20-Year Boundary" of the General Plan. This is the area that the City expects to be serviced and developed in urban uses by the year 2020, with additional lands beyond projected growth needs to ensure a functioning land market. It also includes some open space areas (most notably the southwestern hillside area) that will not be developed in urban uses, but are included to facilitate their protection and management as scenic community resources.

Figure 4-1 summarizes the acres of developed and undeveloped land by general land use category in the 20-year planning area.

Figure 4-1. Land Use Acreage, by General Land Use Category and Development Status

	Total Acres	Undeveloped Acres¹	Percent Undeveloped
Residential	6,053	1,550	26%
West of Highway 101	6,053	1,550	26%
East of Highway 101	0	0	na
Commercial	1,559	457	29%
West of Highway 101	1,019	167	16%
East of Highway 101	540	290	54%
Industrial	2,006	1,493	74%
West of Highway 101	376	183	49%
East of Highway 101	1,630	1,310	80%
Other²	4,025	na	na
West of Highway 101	2,490	na	na
East of Highway 101	1,535	na	na
TOTAL	13,643	na	na

¹ Undeveloped acres are those currently vacant or in agricultural use. Does not include under-utilized parcels or parcels potentially subject to redevelopment. Figures provided are based on 1999 land use survey conducted as part of the General Plan update.

² Other uses include Hecker Pass, educational facilities, parks and recreation facilities, public/quasi-public facilities, and open space.



The Land Use Plan Map should not be confused with the Zoning Map. The Land Use Plan Map is a long-term planning tool that depicts the desired pattern of development (at a generalized level) for the Plan's horizon year of 2020. The Zoning Map is a current planning tool, depicting uses that are permitted today. The Land Use Plan Map is purposefully general, and not intended as a parcel-level plan. It provides direction for development of the more detailed, parcel-level Zoning Map. For each land use designation on the Land Use Plan Map, there may be several zoning districts that would be considered consistent. These are defined in the descriptions for each land use designation, beginning on the next page.

Changes from the Previous General Plan Land Use Map

The previous Land Use Map of the Gilroy General Plan provided the starting point for the updated Land Use Plan Map. While the vast majority of the map remains unchanged, there have been several significant changes that previous users of the General Plan should be aware of, including:

- **Expansion of the 20-year planning boundary**, most notably to include the area east of the Outlets, south of Leavesley Road, north of Ronan Channel and west of Llagas Creek; as well as the area north of Day Road and Buena Vista Road and some smaller areas along the southern and eastern boundaries of the planning area (including lands for future expansion of the SCRWA treatment plant).
- **Creation of a Neighborhood District land use designation** to encourage a more diverse mix of housing types in areas of new residential development, and the incorporation of neighborhood-serving amenities, including small-scale, neighborhood-serving commercial uses (with appropriate siting, use, and design restrictions). Neighborhood District has been mapped in most undeveloped areas intended for future residential development.
- **Creation of a Campus Industrial land use designation** to encourage development of campus-style office parks. This designation has been mapped in two areas: the area bounded by the Outlets on the west, Leavesley Road on the north, Llagas Creek on the east, and Ronan Channel on the south; and the area adjacent to the proposed Buena Vista interchange east of 101.



- **Expansion of the Downtown commercial district, and creation of three sub-categories** for Downtown land uses: Downtown Historic District, Downtown Mixed Use District, and Downtown Office District. These designations are intended to encourage preservation of the historic character in the Downtown core; development of a wider mix of commercial and residential uses in the surrounding Downtown area; and development of larger office uses in the “northern gateway” to Downtown along Monterey Street from Leavesley to Third. These three sub-categories are defined in the Land Use Designations and displayed in Figure 4-2. The Land Use Plan Map displays all three sub-areas under the general designation of “Downtown.”
- **Creation of a Hecker Pass Special Use District** in the area along Hecker Pass Highway, between Santa Teresa and Bonfonte Gardens (including a portion of the Bonfonte site), to establish special use controls and development guidelines that will allow for limited development while encouraging open space preservation, view protection, and enhancement of the features that give this unique area its special character.

Land Use Designations

The Land Use Plan Map presents four general categories of land uses: residential, commercial, industrial, and “other” (including parks and recreation, schools, public facilities, etc.). The specific uses within each category are defined in the text that follows. These definitions build upon the existing land use designations of the City, providing greater detail and direction in terms of minimum and maximum allowed densities and consistent zoning districts.

Residential Land Use Designations

RURAL RESIDENTIAL

- Density:** Maximum of 0.4 dwelling units per acre (one unit per 2.5 acres).
- Zoning:** Zoning districts that are consistent with the Rural Residential designation include:
- A1- Agriculture
 - OS- Open Space
 - PF- Park/Public Facility



Description: This designation is generally applied to areas designated for part-time farming and the keeping of livestock. Only very low density residential development is considered appropriate, and is generally considered to be ancillary to agricultural use of the site. The Rural Residential land use designation is not consistent with urban levels of development, and is only mapped in areas located outside the city limits (but within the planning area), where County zoning of 'rural residential' densities would be considered consistent. The City's Zoning Ordinance does not have a 'Rural Residential' district. It is expected that, over time, these areas will transition to more urbanized land uses as they are annexed to the City and come under the City's zoning authority.

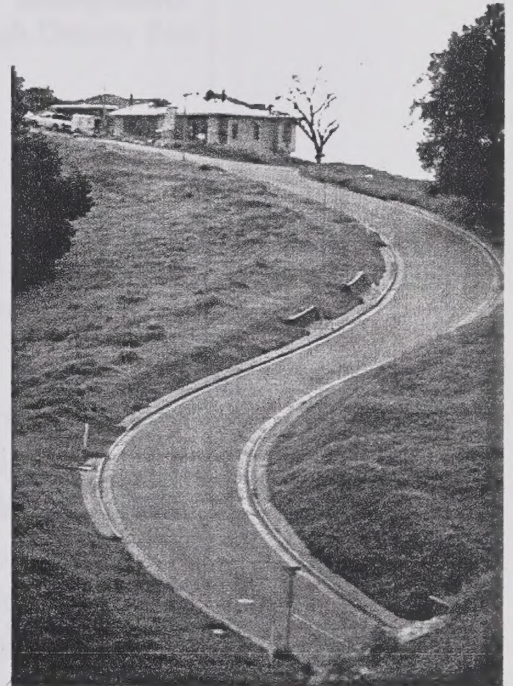
HILLSIDE RESIDENTIAL

Density: 0.5 to 4 dwelling units per acre, with actual allowed density determined on a site-specific basis according to the formula set forth in the Residential Hillside Zoning District requirements. This formula relates average slope of the site to the number of allowable units. Limited density bonuses, not to exceed 30 percent, may be given if preferred development techniques are utilized (as specified in the Zoning Ordinance, section 9.50).

Zoning: Zoning districts that are consistent with the Hillside Residential designation include:

- RH - Residential Hillside

In addition, the Planned Unit Development (PUD) Combining District could be applied as an overlay designation in hillside residential areas.



Hillside residential areas must follow special design and siting criteria to preserve the sensitive hillside environment.

Description: This designation is generally applied to developable hillside areas with slopes of 10 percent or greater (but less than 30 percent). Developments in these areas must follow special design and siting criteria to preserve the sensitive hillside environment, as specified in the Residential Hillside Zoning District regulations and in the City's adopted Hillside Development Guidelines.



LOW DENSITY RESIDENTIAL

Density: 3 to 7.25 dwelling units per acre (though densities of up to 9 units per acre may be allowed in the Old Downtown Quad, where smaller lots are predominant)

Zoning: Zoning districts that are consistent with the Low Density Residential designation include:

- R1 - Single Family Residential
- R2 - Two-Family Residential

In addition, the Planned Unit Development (PUD) Combining District could be applied as an overlay designation in low-density residential areas.

Description: This is the most common residential land use in Gilroy. It is applied to existing areas of predominantly single family detached homes, with lot sizes ranging from 6,000 square feet (though as small as 3050 square feet in the new Eagle Ridge development, and as small as 3500 square feet in older parts of the City) to 14,500 square feet. Appropriate residential uses include single family detached homes as well as duplexes and secondary ("accessory") dwelling units that comply with City standards. Other compatible uses include religious facilities, day care and group care facilities, schools, and parks.

MEDIUM DENSITY RESIDENTIAL

Density: 8 to 16 dwelling units per acre

Zoning: Zoning districts that are consistent with the Medium Density Residential designation include:

- R1 - Single Family Residential
- R2 - Two-Family Residential
- R3 - Medium Density Residential

In addition, the Planned Unit Development (PUD) Combining District could be applied as an overlay designation in medium-density residential areas.

Description: This designation encourages residential development with a minimum site area of 2,722.5 square feet per unit and maximum site area of 5,445 square feet per unit. It is intended primarily for multi-family structures (duplexes, townhomes, condominiums,



apartment buildings) but can also contain single family detached homes, with or without secondary units. Buildings are typically two stories tall, and are usually located in transition areas between lower density neighborhoods and higher density developments or commercial areas. They are also usually located on or near Arterials or Collector streets and in close proximity to neighborhood facilities such as a school or park. Compatible non-residential uses include religious facilities, day care and group care facilities, schools, and parks.

HIGH DENSITY RESIDENTIAL

Density: 16 to 30 dwelling units per acre

Zoning: Zoning districts that are consistent with the High Density Residential designation include:

- R2 - Two-Family Residential
- R3 - Medium Density Residential
- R4 - High Density Residential

In addition, the Planned Unit Development (PUD) Combining District could be applied as an overlay designation in high-density residential areas.

Description: This designation encourages higher density apartments and condominiums within walking distance of commercial areas. The minimum site area allowed is 1,452 square feet per unit, up to a maximum of 2,722.5 square feet per unit. The predominant housing type is multi-family structures, such as apartments or condominiums, with buildings typically being two or more stories. High density developments are usually located along major transportation corridors, in close proximity to commercial areas, transit stops, and neighborhood facilities such as a school or park. Compatible non-residential uses include religious facilities, day care and group care facilities, schools, and parks.



NEIGHBORHOOD DISTRICT

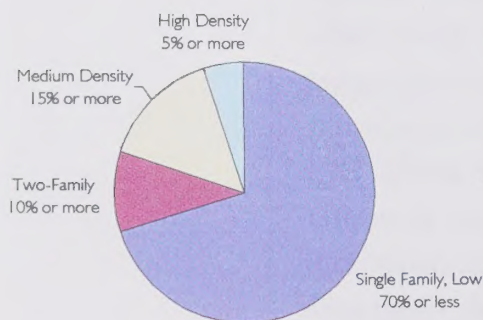
Density: 6 to 12.5 dwelling units per acre

Zoning: Zoning districts that are consistent with the Neighborhood District Residential designation include:

- All of the residential zoning districts
- PO - Professional Office
- C1 - Neighborhood Commercial

The Planned Unit Development (PUD) Combining District should be encouraged as an overlay designation in neighborhood district areas.

Description: This is a new residential category to encourage a mix of housing types in new areas of development. The intent is to create new neighborhoods that reflect a similar mix of housing throughout the City, avoiding concentrations of specific housing types in some areas. These new neighborhoods will be predominantly single family in character, with duplexes, townhomes, condominiums and apartments interspersed. Higher density housing types will be sited and designed in accordance with the City's zoning and development regulations. Neighborhood-serving amenities such as schools, parks, open space, and neighborhood commercial (subject to strict siting, design and use controls) will be integrated in the neighborhood design.



Target Mix of Residential Densities

The *target mix* for residential land uses in the Neighborhood District (excluding land required for streets, schools, parks, resource protection, neighborhood commercial, or other infrastructure and/or amenities) shall provide for at least:

- 10 percent two-family (duplex) uses (R2)
- 15 percent medium density residential uses (R3)
- 5 percent high density residential uses (R4)

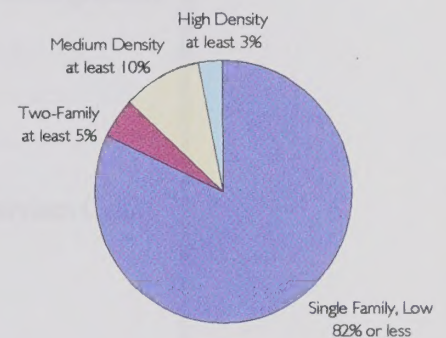
The remainder of the residential land will be allocated for single family homes.



The actual mix in any particular development will vary based on site constraints and opportunities. However, developers will be encouraged to achieve or exceed the target mix (while retaining the predominantly single family character of the neighborhood) through an incentives program that might include priority ranking in the Residential Development Ordinance competition and/or density bonuses. The exact incentives to be used will be established through the Neighborhood District Implementation Strategy (Action 1.C).

To ensure adequate land for development of higher density housing types, a *minimum mix* for residential land use in the Neighborhood District (again, excluding land required for streets, schools, parks, resource protection, neighborhood commercial, or other infrastructure and/or amenities) shall provide for at least:

- 5 percent two-family (duplex) uses (R2)
- 10 percent medium density residential uses (R3)
- 3 percent high density residential uses (R4)



Minimum Mix of Residential Densities

Local-serving commercial uses and small-scale professional offices are also encouraged, when limited in scope and scale and sited and designed in accordance with the City's zoning and development regulations. Other compatible non-residential uses include religious facilities, day care and group care facilities, schools, and parks.

An overview of the Neighborhood District designation and its relationship to other policies in the General Plan is provided in Chapter 3 under the heading of "Neighborhood Districts."



Commercial Land Use Designations

NEIGHBORHOOD COMMERCIAL

Intensity: Maximum building height of 35 feet (2 stories)

Zoning: Zoning districts that are consistent with the Neighborhood Commercial designation include:

- C1 - Neighborhood Commercial District
- PO - Professional Office

Description: This designation encourages low-intensity commercial uses that cater directly to residents of the immediate neighborhood only, rather than to the entire City. These can include small retail establishments such as cafes, bakeries, small grocery stores, daycare centers, small bank branches, and cleaners. Small professional offices are also considered compatible. All structures must be sited and designed in keeping with the scale and character of the surrounding neighborhood. Ample landscaping and creative design are encouraged to create neighborhood amenities such as pedestrian and bike access, small outdoor gathering places, and small-scale neighborhood landmarks. Neighborhood commercial centers should be located at the “entrances” to residential neighborhoods, typically at the intersection of two Collectors or a Collector and an Arterial.

The General Plan does not map the “Neighborhood Commercial” designation on the Land Use Plan Map, as it is a use encompassed under the “Neighborhood District” designation. However, the Plan maintains the Neighborhood Commercial designation for potential application in specific plans and other more detailed land planning efforts.

PROFESSIONAL OFFICE

Intensity: Maximum building height of 35 feet (2 stories)

Zoning: Zoning districts that are consistent with the Professional Office Commercial designation include:

- PO - Professional Office

Description: This designation allows for uses that provide professional services to the surrounding residential areas. This might include small of-



office spaces for lease to local residents to support telecommuting and “home based” businesses that do not attract high volumes of traffic. Typically, these establishments are only open on weekdays from 8 am to 6 pm. As in the Neighborhood Commercial designation, structures should be sited and designed so that they are in keeping with the scale and character of the surrounding neighborhood. Professional office uses should also be located at the “entrances” to residential neighborhoods, typically at the intersection of two Collectors or a Collector and an Arterial.

GENERAL SERVICES COMMERCIAL

Intensity: Maximum building height of 55 feet (4 stories)

Zoning: Zoning districts that are consistent with the General Services Commercial designation include:

- C3 - Shopping Center Commercial
- HC - Highway Commercial
- CM - Commercial Industrial

Potentially consistent zoning districts include:

- PO - Professional Office
- C1 - Neighborhood Commercial

Description: This designation allows for commercial uses that, due to the nature of their operations, are not compatible with residential uses. They typically have a larger market area and a greater volume of customers than establishments in the Neighborhood Commercial category (e.g., a furniture store, department store, or supermarket). As a result, they generate considerable traffic volumes and require large parcels with large parking lots. This designation also allows for “commercial industrial” uses. These are low intensity commercial operations with a light manufacturing or light industrial nature (e.g., glass shops, small welding shops, and plumbing shops). Also included are establishments for Automobile Sales and Service that require large lots to house their equipment and merchandise. Examples of establishments that would be compatible with this category include automobile sales, boat sales, recreational vehicle sales, and body shops.



VISITOR-SERVING COMMERCIAL

- Intensity:** Maximum building height of 55 feet (4 stories)
- Zoning:** Zoning districts that are consistent with the Visitor-Serving Commercial designation include:
- HC- Highway Commercial
- Potentially consistent zoning districts include:
- C3 - Shopping Center Commercial
 - CM - Commercial Industrial
- Description:** This designation allows for uses that cater to travelers passing through Gilroy. Examples of compatible uses include motels, restaurants, drive-in (fast food) restaurants, and gas stations. The Bonfonte Gardens area is the largest “visitor serving” use in the City. All other Visitor-Serving Commercial areas are located in close proximity to Highway 101 and its access ramps, where they are easily accessible by car and highly visible from the road.

DOWNTOWN COMMERCIAL

The Land Use Plan Map designates the City’s central commercial area as “Downtown Commercial.” This designation actually comprises three sub-districts with differing uses, design character, and planning requirements. These are:

- Downtown Historic District
- Downtown Mixed Use District
- Downtown Office District

Figure 3-5 (page 3-25) provides an illustrative diagram of the three districts that comprise the Downtown commercial area. The boundaries of these districts will be defined in greater detail in the Downtown Specific Plan. *An overview of the General Plan’s goals and intent for the Downtown area is in Chapter 3 (page 3-24).*

Downtown Historic District

- Intensity:** Maximum building height of 45 feet (3 stories)
- Zoning:** Zoning districts that are consistent with the Downtown Historic District designation include:
- PO - Professional Office
 - C2 - Central District Commercial
 - R3 – Medium Density Residential
 - R4 – High Density Residential



The Historic Site and Historic Neighborhood Combining Districts could be applied as overlay designations in the Downtown Historic District.

Description: This designation applies to the historic core of the Downtown. It encourages pedestrian-oriented uses that are compatible with the unique historic character and small scale of this important area of the City. Examples of such uses include specialty shops, cafes, restaurants, small hotels, and professional offices. Mixed use developments with retail uses on the ground floor and residential or office uses above are especially encouraged. Emphasis is given to restoration and adaptive reuse of historic buildings, compatibility of architectural styles, and enhancement of the area's overall visual character. Parking is provided in shared public facilities in those areas covered by the Downtown Parking District and/or on-site for developments with a residential component.

Downtown Mixed Use District

Intensity: Maximum building height of 55 feet (4 stories)

Zoning: Zoning districts that are consistent with the Downtown Mixed Use District designation include:

- PO - Professional Office
- C1 - Neighborhood Commercial
- C2 - Central Commercial
- R3 - Medium Density Residential
- R4 - High Density Residential

The Historic Site and Historic Neighborhood Combining Districts could be applied as overlay designations in the Downtown Mixed Use District.

Description: This designation encourages mixed use development that supports the Downtown Historic District and creates a vibrant, active Downtown. Uses should be pedestrian-oriented, and uniform street facades are encouraged to create an integrated design throughout the Downtown area. A wide mix of uses is encouraged, with second, third and fourth stories used for residential units, offices, artists' lofts and other compatible uses. Public/quasi-public facilities and civic uses such as parks, playgrounds, cultural and arts facilities,



cinemas, community centers, and day care facilities are encouraged. This designation encompasses the Downtown Transit Center area as well as the Civic Center area. Parking facilities are located on the sides and backs of buildings, with height bonuses provided for features such as structured parking, public open space, or other amenities.

Downtown Office District

- Intensity:** Maximum building height of 55 feet (4 stories)
- Zoning:** Zoning districts that are consistent with the Downtown Office District designation include:
- PO - Professional Office
 - C2 - Central Commercial
 - C3 - General Commercial
- Potentially consistent zoning districts include:
- R3 - Medium Density Residential
 - R4 - High Density Residential
- Description:** This designation encourages development of larger scale office buildings in the “northern gateway” to the Downtown area (i.e., Monterey between Leavesley and Third Street). While consistent with the Downtown area in design (with buildings fronting on the street to create an integrated design of uniform street facades), these uses tend to be larger in scale and more auto-oriented than those in the other two Downtown use designations. Nonetheless, continuous pedestrian facilities are required to promote access between this area and the Historic Downtown area. Parking facilities are located on the sides and backs of buildings, with height bonuses provided for features such as structured parking, public open space, or other amenities. For buildings higher than two stories, a “stepped-back” design should be used to create a pleasant pedestrian environment (with the bottom two stories fronting on the street, and upper stories set back). In addition to office uses, compatible uses include civic facilities, hotels, theaters, restaurants, and financial institutions. Higher density residential uses can also be compatible if developed as part of a mixed use project.



Industrial Land Use Designations

CAMPUS INDUSTRIAL

Intensity: Maximum building height of 45 feet (3 stories)

Zoning: The Campus Industrial land use will require development of a new zoning district to implement the necessary use controls and other development restrictions (see Implementing Action 1.A, Zoning Ordinance). Other existing zoning districts that are consistent with the Campus Industrial designation include:

- M1 - Limited Industrial
- CM - Commercial Industrial
- PO - Professional Office

Potentially consistent zoning districts include:

- C3 - General Commercial

Description: This designation encourages development of attractive “business parks” in integrated, relatively compact campus settings. Users of such developments might include software developers, research and development companies, customer service centers, and “high tech” or information-based industries, including high-tech manufacturing operations. Site design will provide extensive open space and landscaping, with storage areas and loading bays kept out of sight. The design and operation of such developments will allow them to be located in close proximity to residential areas, though they must be sited to provide direct access to an Arterial without impacting adjacent residential streets. Light manufacturing operations may be compatible in these areas if they have similar use characteristics and impacts, and meet similar site design requirements.

An overview of the General Plan's goals and intent for the new Campus Industrial land use designation is in Chapter 3 (page 3-19).



INDUSTRIAL PARK

- Intensity:** Maximum building height of 35 feet (2 stories)
- Zoning:** Zoning districts that are consistent with the Industrial Park designation include:
- M1 - Limited Industrial
 - CM - Commercial Industrial
- Description:** This designation allows developments similar to those in the “Campus Industrial” designation in that they demonstrate by the quality of their development and the nature of their operations that they can locate in close proximity to residential and commercial uses with a minimum of environmental conflict. Although they still must meet strict landscaping, buffering and design standards, they do not require a “campus” setting or integrated open space areas. Typical activities include light manufacturing operations, electronics assembly plants, and large warehouses. While “Campus Industrial” uses might be considered more “office” and less “industrial,” uses in this category might be considered more “industrial” and less “office.”

GENERAL INDUSTRIAL

- Intensity:** Maximum building height of 75 feet (6 stories)
- Zoning:** Zoning districts that are consistent with the General Industrial designation include:
- M2 - General Industrial
 - M1 - Limited Industrial
 - CM - Commercial Industrial
- Description:** Establishments located in these areas characteristically require large parcels of land with good truck and/or rail access. Due to the nature of their operation (potential noise, truck traffic, outside storage, lighting, odors, etc.), uses in this category typically require special mitigations (e.g., landscape buffers, limited hours of operation, etc.) when located adjacent to residential areas. Examples of activities in a General Industrial area include large-scale manufacturing, assembly, storage, distribution, and wholesaling.



Other Land Use Designations

HECKER PASS SPECIAL USE DISTRICT

Density: Suggested target residential density of 0.4 units per acre, with potential density bonus of 25% (for maximum suggested target density of 0.5 units per acre) in exchange for permanent open space dedications and clustered residential site design.

Commercial developments shall be low intensity, covering no more than 10 percent of parcel acreage for “agri-tourism” uses. Building heights shall be limited to 35 feet maximum (2 stories), with setbacks and additional restrictions as necessary to preserve views.

Zoning: Zoning districts potentially consistent with the Hecker Pass designation include:

- A1 - Agriculture
- OS - Open Space
- PF - Park/Public Facility
- R1 - Single Family Residential
- R2 - Two-Family Residential
- *A new “agri-tourism” zoning district is also proposed to meet the specific needs of this designation.*

The Planned Unit Development (PUD) Combining District as well as the Historic Site Combining District could be applied as overlay designations in the Hecker Pass Special Use District.

Description: This designation is intended to establish specific use controls and development guidelines for the Hecker Pass corridor area, as designated on the Land Use Plan Map. It encourages preservation of the natural features and unique qualities of this important community asset, while allowing limited, compatible development. Of special concern are:

- preservation of open space, agricultural lands, and the Uvas Creek riparian corridor
- maintaining views to the southern hills
- protection of significant natural features such as the cedar trees along Highway 152
- limiting access points along Highway 152



- creating an integrated trail network that will include extension of the Uvas Creek Park Preserve from Santa Teresa to Bonfonte Gardens and creation of a bicycle staging area
- enhancing the area's potential as a tourist destination, building upon its agricultural character and scenic qualities

Residential uses in the Hecker Pass area should be limited to lower density developments, clustered along the southern part of the corridor area towards Uvas Creek (respecting views from the creek and its importance as a recreational resource) and in the Hoey Ranch area north of Highway 152. Clustered designs should ensure the preservation of significant open space areas, view corridors, and significant natural features.

Commercial uses should be limited in scale and type to ensure compatibility with the agricultural character of Hecker Pass. These "agri-tourism" uses might include wineries, fruit stands, and gift shops specializing in agricultural products. Small restaurants and "bed-and-breakfast" establishments would also be compatible if limited in scale and quantity.

All developments must meet strict landscaping, site design, signage, and architectural design standards to ensure visual compatibility with the unique atmosphere of the Hecker Pass area.

An overview of the General Plan's goals and intent in relation to the new Hecker Pass Special Use District is provided in Chapter 3, Strategic Direction.

OPEN SPACE

Zoning: Zoning districts that are consistent with the Open Space designation include:

- OS – Open Space
- A1 - Agriculture

Description: This designation is applied to areas where urban development is either inappropriate or undesirable. Specifically, it is used to preserve and protect lands that are considered environmentally unfit for development, including:

- Natural resource areas such as the Uvas Creek and Llagas Creek corridors and the southwestern foothills; and



- Hazardous areas such as fault zones and floodways.

While some limited activities and structures may be allowed, these are subject to site-specific environmental review and must be limited in scope to ensure preservation of natural resources and protection of public health and safety.

PARK AND RECREATION FACILITY

Zoning: Zoning districts that are consistent with the Park and Recreation designation include:

- PF – Park/Public Facilities
- OS – Open Space

Description: This designation is applied to existing and future developed park lands, including existing and planned “linear parks” that serve both a circulation and recreation function. It is also applied to public recreation areas such as the golf course.

PUBLIC/QUASI-PUBLIC FACILITY

Zoning: Zoning districts that are consistent with the Public/Quasi-Public Facility designation include:

- PF – Park/Public Facilities

Description: This designation is applied to existing and planned public or quasi-public facilities. Examples of public facilities include City Hall, the library, the fire stations, and utility sub-stations; examples of quasi-public facilities include the cemetery and the hospital.

SCHOOL

Zoning: Zoning districts that are consistent with the School designation include:

- PF – Park/Public Facilities

Description: This designation is applied to existing and future school facilities, including both public schools (owned and operated by the Gilroy Unified School District and Gavilan College) and private schools (except where the school is part of another facility, such as a church).



Goals and Policies



Community Design

GOAL: An attractive community that preserves and strengthens the City's historic, small-town character; provides and maintains safe, livable, and affordable neighborhoods; and meets the needs of Gilroy's diverse population.

Policy 1.01

Pattern of Development. Ensure an orderly, contiguous pattern of development that prioritizes infill development, phases new development, encourages compactness and efficiency, preserves surrounding open space and agricultural resources, and avoids land use incompatibilities.

Policy 1.02

Mix of Uses. Create a diverse mix of land uses to achieve a balance between jobs and housing and to ensure the community's long-term viability. Through the Land Use Plan Map, the City shall encourage a range of housing types, a diversity of businesses and industries, and adequate services and leisure activities to meet residents' social and economic needs.

Policy 1.03

Uses East of Highway 101. Restrict lands east of Highway 101 to industrial and agricultural use except for (1) commercial developments that draw a clear majority of customers from outside of Gilroy, in accordance with criteria established by the City of Gilroy; and (2) public and quasi-public facilities identified on the Land Use Plan Map. The City will encourage the maintenance of agricultural uses in all undeveloped industrially designated areas. Residential care facilities will only be allowed in the area east of Highway 101 if they meet the criteria set forth in Policy 14.05, *Residential Care Facilities for Seniors*.

Policy 1.04

New Neighborhoods. Promote a more integrative, comprehensive, and creative approach to neighborhood planning in new areas of residential development to create neighborhoods that are attractive, safe, and diverse. Use the ideas, objectives, and guidelines set forth in Chapter 3 under *Neighborhood Districts* (page 3-8) to guide the planning, design and development of new residential neighborhoods to achieve the vision and goals of the General Plan.

Action 1.A
Zoning Ordinance

Action 1.A
Zoning Ordinance

Action 1.A
Zoning Ordinance

Action 1.C
Neighborhood Districts
Implementation Strategy

**Policy 1.05**

Existing Neighborhoods. Maintain and enhance the quality of existing residential neighborhoods, ensuring adequate public facilities such as parks, schools, streets, water supply, and drainage. Protect residential neighborhoods from excessive noise and traffic impacts; provide pedestrian and bicycle circulation facilities to encourage walking and biking; and work with the Santa Clara Valley Transportation Authority (VTA) to provide adequate levels of transit service to meet resident needs. Encourage infill developments that enhance neighborhood quality, supporting community input and participation in the planning and design of large infill projects or projects that propose non-residential, neighborhood-serving uses (such as neighborhood commercial uses). Infill development in existing residential neighborhoods should follow similar design guidelines as those outlined for new neighborhoods in the Neighborhood Districts text on pages 3-8 through 3-14.

This policy is implemented through a number of implementing actions, related to growth management, community design, transportation, and public services and facilities.

Policy 1.06

Downtown. Promote the old downtown section of Monterey Street as the focal point for community identity, providing a “sense of place” and feeling of historic continuity for Gilroy residents. Use the ideas, objectives, and guidelines set forth in Chapter 3 under *Downtown* (page 3-18) to guide future planning, design and development in the Downtown to achieve the vision and goals of the Gilroy General Plan. In particular, explore opportunities for creating a new park or plaza in the Downtown area to enhance its role as a gathering place and community focal point. *See also policies 3.24 through 3.32 under “Economic Development” and policy 5.04 under “Historic Preservation.”*

Action 1.D

Downtown Specific Plan

Policy 1.07

Hecker Pass. Protect and enhance the unique qualities and character of the Hecker Pass area as the City’s western gateway and as a highly valued scenic resource for Gilroy residents and visitors. Use the ideas, objectives, and guidelines set forth in Chapter 3 under *Hecker Pass* (page 3-21) to guide future planning, design and development in the area to achieve the vision and goals of the Gilroy General Plan.

Action 1.E

Hecker Pass Specific Plan

Policy 1.08

Areas with Fragmented Property Ownership. Encourage coordinated development in areas where a fragmentation of property ownership poses potential difficulties for orderly and efficient development (e.g., layout of streets, lots, and utili-

Action 1.F

Campus Industrial Specific Plans



Action 1.A

Zoning Ordinance

Action 1.B

Hillside Development Guidelines

Action 1.J

Design Review

Action 1.H

Gateway Landscaping

Action 1.I

Community Beautification Efforts

Action 1.G

Street Tree Program

Action 19.F

Utilities Undergrounding Program

Action 1.K

Sign Ordinance

ties), potentially requiring a Specific Plan or a Master Environmental Impact Report to provide the necessary level of coordination in project planning and implementation.

Policy 1.09

Clustered Development. Encourage clustered development as a strategy for achieving desired densities while protecting fragile environmental habitats or natural features; creating amenity open spaces; and achieving other community design goals.

Policy 1.10

Gateways. Create entry points to the City that are identified by well-designed, landscaped entrances with landscaped medians, indicating civic pride and a concern for civic beauty. Principal gateways to Gilroy are located on north and south Monterey Street; Highway 152/Hecker Pass; Highway 152/Pacheco Pass; north and south Santa Teresa Boulevard; and at the Highway 101 interchanges at Masten, Buena Vista, Leavesley, and Tenth Street.

Policy 1.11

Community Beautification. Actively promote the beautification of Gilroy by acquiring easements or development rights for open space, planting street trees, and landscaping public rights-of-way.

Policy 1.12

Street Trees. Line the City's streets with trees so that they become enjoyable and beautiful spaces rather than merely corridors of traffic, creating a rich "urban forest" for the enjoyment of future generations. Tree species should be selected that will (a) provide a canopy of shade; and (b) have root systems that will not cause sidewalk buckling and other damage.

Policy 1.13

Undergrounding of Utilities. Remove overhead utility lines and wooden poles in central areas, and ultimately throughout the City, and require undergrounding of utilities in all new developments.

Policy 1.14

Signs and Billboards. Strictly regulate signs and billboards in order to minimize their impact on the visual environment.

**Policy 1.15**

Signs on Santa Teresa Boulevard. Prohibit signs within 1000 feet of Santa Teresa Boulevard in the unincorporated portions of the Planning Area, and within 660 feet in incorporated portions except for on-site business identification signs.

Action 1.K
Sign Ordinance

Policy 1.16

Hillside Development. Minimize the amount of grading and topographical alteration needed in hillside development to create developments that appear to be in a natural setting, sited in the least obtrusive fashion as a compatible rather than as an imposed scheme. Clustered development in hillside areas should be encouraged. Also, design roadways that pass through hillside areas to preserve the ecological and scenic character of the hillsides.

Action 1.A
Zoning Ordinance
Action 1.B
Hillside Development Guidelines

See also

- Policy 23.01: Open Space Areas
- Policy 23.05: Greenbelts



2 Growth Management

GOAL: A clearly defined, well-managed development process that ensures that (a) the rate of growth does not outpace the City's and other agencies' ability to provide necessary infrastructure and services; (b) the demands created by new growth do not exceed resource and system capacity constraints; (c) new growth is directed first to areas where municipal services are available and capacity exists; (d) the incremental public service costs generated by new growth are paid for by new growth; and (e) the resulting pattern of development is compact, efficient, and contiguous.

Policy 2.01

Location of Growth. Maximize existing infrastructure and service investments—and avoid premature investment for facility and service extensions—by directing new growth to vacant and under-utilized lands within the Urban Service Area. As a second-tier priority, direct new development to areas that border on existing urban development or are immediately adjacent to the Urban Service Area, prohibiting costly “leap frog” development and ensuring a compact development pattern.

Policy 2.02

Rate and Timing of Growth. Ensure that the rate of growth is controlled such that resource and system capacity constraints are not exceeded (e.g., water supply and sewage treatment) and necessary urban services (such as sewer, water supply, police, and schools) are funded, implemented and completed prior to occupation of new buildings.

Policy 2.03

Annexation Prior to Development. Allow urban development only within the incorporated portion of the Planning Area, requiring that land be annexed to the City before final development approval is given.

Policy 2.04

Growth Management Tools and Process. Utilize the Residential Development Ordinance, Urban Service Area, 20-Year Planning Boundary, sewer treatment and disposal capacities, and natural resource management policies (including water resources) as tools for managing the rate, location and extent of growth. Ensure that the processes for establishing, reviewing and implementing these tools are open to the public and responsive to public concerns.

Action 1.A

Zoning Ordinance

Action 2.A

Urban Service Area

Action 2.B

20-Year Boundary

Action 2.D

Interagency Coordination for
Growth Management

Action 1.A

Zoning Ordinance

Action 2.A

Urban Service Area

Action 2.B

20-Year Boundary

Action 2.C

Residential Development Ordinance
See also *Implementing Actions for
Facilities and Services* (chap. 7)
and *Community Resources and
Potential Hazards* (chap. 8).

**Action 28.C**

General Plan Review and Update

Policy 2.05

Growth Monitoring and Evaluation. Provide for regular review and evaluation of growth management goals, tools, and results—as part of the periodic General Plan review process—comparing planned and actual levels of growth and reviewing current and projected market trends and conditions.

Policy 2.06

Development Impact Fees. Require that new developments pay all of the incremental public service costs that they generate.

Action 18.B

Public Facility Impact Fees

Action 19.A

Infrastructure Impact Fees

Policy 2.07

Urban Service Area. Establish and maintain an Urban Service Area that indicates the area of land that could potentially be developed in the next 5 years and to which the City is committed to providing basic infrastructure and services. Urban zoning, development approvals, and building permits will only be granted to properties within the Urban Service Area. The City will not accept development proposals on land outside the Urban Service Area, and will coordinate with the County to discourage premature subdivision of such land. Applications for inclusion in the Urban Service Area will be accepted annually and evaluated in light of General Plan policies promoting infill development and efficiency in the provision of urban services.

Action 2.A

Urban Service Area

Policy 2.08

20-Year Boundary. Establish a “20-Year Boundary” and display it on the Land Use Plan Map, indicating the area of land that could potentially be developed in the next 20 years. The objectives of the 20-Year Boundary are to:

Action 2.B

20-Year Boundary

- Direct the location and extent of urbanization in the 20-year term, providing an efficient way to undertake long-term infrastructure planning.
- Minimize public service and infrastructure costs.
- Promote compact development and efficient utilization of land and resources, encouraging investment in existing neighborhoods.
- Protect natural resource areas.
- Discourage development in areas subject to public safety hazards, including flood hazards.



Action 2.B
20-Year Boundary

- Maintain the productivity and economic viability of agricultural lands by minimizing urban encroachment into agricultural areas.
- Help the private sector to make informed development investments and discourage speculative land purchases through clear city policies for land development and infrastructure planning.

Lands within the 20-Year Boundary are those to which the City expects to provide services in the next 20 years. Applications for Urban Service Area expansions will only be accepted for lands within the 20-Year Boundary.

Policy 2.09

20-Year Boundary Amendments. Discourage piecemeal amendments to the 20-Year Boundary that might undermine its integrity as a long-term planning tool. Consider amendments to the 20-Year Boundary only in conjunction with a citywide review of land availability and in light of the objectives of the 20-Year Boundary (set forth in Policy 2.08). The circumstances under which a citywide review of land availability might take place, and the 20-Year Boundary modified, shall be limited to:

- a) A comprehensive update of the City's General Plan;
- b) A General Plan Review indicating that growth is occurring at a significantly faster pace than anticipated at the time that the 20-Year Growth Boundary was established (*see Chapter 9, General Plan Management and Coordination*);
- c) "Rare and exceptional circumstances," as defined in Policy 2.10.
- d) Development of a Specific Plan, where a citywide review of land availability is considered appropriate and/or necessary.

Modification of the 20-Year Boundary shall require a citywide review of land availability, quantifying the acreage of land within the current 20-Year Boundary, by land use type, and comparing the inventory to current growth projections. If it is determined that a land shortage exists for specific land use types, then the City may consider:

- a) As a first priority, redesignating lands within the current boundary to ensure an adequate land supply for projected growth in all land use types; or



- b) As a second priority, modifying the 20-Year Boundary to provide adequate land to meet projected growth needs.

Any proposed modification must take into consideration General Plan policies regarding agricultural lands and open space preservation; the efficient provision of urban services; the ability of GUSD to provide school facilities; the role of special districts in providing services; public safety hazards in the expansion area, including flood hazards; traffic impacts; and fiscal impacts on affected agencies.

Policy 2.10

“Rare and Exceptional Circumstances” for Amendments to the 20-Year Boundary. While endeavoring to maintain the integrity of the 20-Year Boundary as a long-term planning tool, and discouraging boundary amendments that are counter to the objectives in Policy 2.08, ensure that the City is able to respond to unforeseen challenges and opportunities in a manner that helps achieve the vision and goals set forth in the General Plan. To this end, recognize that amendments to the Boundary may be necessary, under rare and exceptional circumstances, outside of the scope of a General Plan Review, a comprehensive General Plan Update, or Specific Plan process.

Action 2.B **20-Year Boundary**

To qualify for consideration of a boundary amendment under this policy, the following conditions must be met:

- a) There must be a specific development proposal on a property or properties adjacent to but outside the current 20-Year Boundary.
- b) The applicant must substantiate that the proposed project will (1) provide a significant number of high-paying jobs; or (2) contribute substantially to the City’s tax revenues; or (3) provide significant new public facilities or public works.
- c) The applicant must substantiate that there is no other developable property within the current 20-Year Boundary to accommodate the proposed development, either as proposed or with modifications that would provide the same benefits but allow for development on lands within the existing 20-Year Boundary.
- d) The applicant must substantiate that the proposed development is in keeping with the other goals and policies of the General Plan.



Action 2.D

Interagency Coordination for
Growth Management

If these conditions are met, then the City may consider an amendment to the 20-Year Boundary, in keeping with the process and criteria set forth in Policy 2.09. The purpose of this review shall be to ensure that the proposed project and amendment request meet the standards established by LAFCo for extending the City's Urban Service Area. If these standards are not sufficiently met, the requested boundary amendment shall be denied.

Policy 2.11

Preserving Future Growth Options. Recognize that long-term development, beyond the 20-year term, may require expansion of the 20-year boundary to take in additional lands. While the decision on future boundary expansions cannot and should not be made at this time, the General Plan wishes to encourage a proactive approach by the City in preserving the future development potential of long-term growth areas. Specifically, the City should work with the County to discourage land subdivision and development activities that undermine the future urban development potential of the following areas:

- a) The area north of Day Road and west of Santa Teresa Boulevard, east of the foothills, which is an area suitable for long-term residential expansion and related development;
- b) The area east of Highway 101 between Buena Vista and Masten Avenue, bordering on the highway. This is an area suitable for long-term expansion of highway-oriented commercial development;

In both of these areas the City will work with the County to encourage ongoing agricultural activities and protect the continued agricultural viability of these lands, in keeping with the policies of the Gilroy General Plan.

Policy 2.12

SCRWA Exemption. Exempt expansions to the 20-Year Boundary to incorporate lands needed for the specific purpose of expanding the South County Regional Wastewater Authority (SCRWA) plant from the requirements of Policy 2.09.

Action 2.B

20-Year Boundary



3

Economic Development

GOAL: *A mix of traditional and new businesses and industries that provide a vibrant local economy, a diversity of economic opportunities for all Gilroyans, and a stable tax base to support City services, with a vital city center in and around Gilroy's historic Downtown.*

Policy 3.01

Jobs and Revenues. Attract industrial, high-tech, and commercial office employers to provide a diversity of well-paid job opportunities for local residents and to broaden the City's revenue base, ensuring adequate resources over time to support the provision of quality city services. Also, support the development, retention, and expansion of small and medium size businesses, agricultural businesses, and tourism-related businesses, recognizing their vital importance to the City's economic future. *See also SCJAP 2.01 and 2.02.*

Policy 3.02

Economic Development Activities. Actively promote Gilroy as a place for business and industry, capitalizing on the City's location and numerous amenities, to encourage new businesses to locate here and to retain existing businesses.

Policy 3.03

Commercial and Industrial Design Standards. Ensure that new commercial and industrial developments contribute to the overall attractiveness of the community through appropriate site design, architectural design, and landscaping.

Industrial Development

Policy 3.04

Industrial Growth. Encourage new industrial uses to locate in Gilroy that can provide jobs for Gilroy residents. Discourage industrial uses that create noxious or nuisance conditions, as well as industries that would substantially fuel housing and population growth and place excessive burdens on public services, facilities, and schools. Phase new industrial development according to the availability of local housing, public facility capacities, and provision of urban services (see also Policy 2.02, Rate and Timing of Growth).

Action 3.F

Interagency Coordination for
Economic Development

Action 3.F

Interagency Coordination for
Economic Development

Action 3.A

Industrial Performance Standards

Action 3.B

Industrial Design Guidelines

Action 3.D

Commercial Design and
Development Standards

Action 1.A

Zoning Ordinance

Action 3.A

Industrial Performance Standards

Action 2.D

Interagency Coordination for
Growth Management



Land Use Plan Map
Action 1.A
Zoning Ordinance

Land Use Plan Map
Action 1.A
Zoning Ordinance
Action 3.B
Industrial Design Guidelines

Land Use Plan Map
Action 1.A
Zoning Ordinance
Action 3.B
Industrial Design Guidelines

Action 3.A
Industrial Performance Standards
Action 3.B
Industrial Design Guidelines

Action 3.B
Industrial Design Guidelines

Action 3.C
Design Standards for High
Impact Uses

Policy 3.05

Heavy Industrial Activities. Continue to concentrate heavy industrial activities in the City's southeast industrial area, to avoid unsightly or incompatible scattered development. This area is suitable for heavy industrial activity because it is located in an area that is close to major transportation routes; is within the Insurance Service Office's (ISO) prescribed "running distance" of a fire station; has adequate land for industrial expansion; and is adjacent to compatible land use activities.

Policy 3.06

Industrial Parks. Continue to encourage the development of well-designed industrial park areas (in terms of parcel size, landscaping, and location) to attract new light industrial development to the Gilroy area.

Policy 3.07

Campus Industrial Uses. Encourage development of well-designed campus industrial areas to attract "high tech" businesses and related industries to Gilroy, further diversifying the local economy and providing new types of jobs for Gilroy residents. Use the ideas, objectives, and guidelines set forth on pages 3-15 through 3-18, *Campus Industrial Areas*, to guide future planning, design and development of these uses to achieve the vision and goals of the Gilroy General Plan.

Policy 3.08

Conditional Industrial Park Uses. Allow industrial park uses in areas other than those designated on the Land Use Plan Map if the use is shown to meet the City's Industrial Design Guidelines for environmental compatibility with existing or planned adjoining residential and commercial uses and high standards of landscaping, buffering, and design.

Policy 3.09

Landscaping in Industrial Areas. Require the screening of loading areas and open storage areas so that they are not visible from major roads. Also, require landscape buffering where industrial uses abut designated scenic highway corridors.

Policy 3.10

Industrial Nuisances. Require that defunct or abandoned structures on industrial land which pose a visual blight or physical hazard be dismantled or removed within a reasonable period of time. In addition, require the screening and control of unsightly or excessively noisy operations.

**Policy 3.11**

Agricultural Industries. Recognizing agriculture as an important base industry vital to the existing economy of Gilroy, support measures that strengthen the position and economic viability of local agriculture and related industries.

Policy 3.12

Agriculture in Industrial Areas. Encourage agriculture as both an interim and long-term use in areas designated for industrial development.

Commercial Development**Policy 3.13**

Clustering of Commercial Uses. Encourage new commercial uses to group into clustered areas or centers containing professional offices, retail sales and services. Locate such clustered development at the intersections of major thoroughfares, and prohibit "strip" forms of commercial development (shallow depth, linear form).

Policy 3.14

Commercial Design Standards and Review Procedures. Protect residential uses from the possible adverse effects from adjacent commercial centers by a rigorous design review procedure that emphasizes high standards of construction, design, buffering, and screening.

Policy 3.15

Landscaping in Commercial Areas. Require that landscaping on commercial properties be well maintained. Encourage those properties currently without landscaping to provide landscaping.

Policy 3.16

Auto-oriented Commercial Uses. Require auto-oriented commercial uses that front on major thoroughfares to present a high-quality design. Control access to these uses to minimize circulation conflicts, and ensure adequate screening from adjacent uses. For commercial uses that are located adjacent to residential areas, ensure the provision of convenient and direct pedestrian access to those areas.

Policy 3.17

Service Stations. Allow only one service station at any intersection, and prohibit service stations on Santa Teresa Boulevard, except at First Street.

Action 4.A

Implementation of "Strategies to Balance Planned Growth..."

Action 4.B

Interagency Coordination to Promote Agriculture

Action 1.A

Zoning Ordinance

Action 1.A

Zoning Ordinance

Action 3.D

Commercial Design and Development Standards

Action 1.J

Design Review

Action 3.D

Commercial Design and Development Standards

Action 3.E

Use Controls & Design Guidelines for Nbhd. Commercial Developments

Action 3.D

Commercial Design and Development Standards

Action 3.D

Commercial Design and Development Standards

Action 1.A

Zoning Ordinance



Action 3.E

Use Controls and Design
Guidelines for Neighborhood
Commercial Developments

Action 1.A

Zoning Ordinance

Action 3.D

Commercial Design and
Development Standards

Action 1.A

Zoning Ordinance

Action 1.J

Design Review

Action 3.D

Commercial Design and
Development Standards

Policy 3.18

Neighborhood Commercial Uses. Encourage the creation of small neighborhood commercial areas to minimize the necessity of using automobiles, promote energy conservation, and encourage walking and bicycling to procure basic goods and services. Neighborhood commercial areas should be located on collector streets wherever possible, at the “entrances” to residential neighborhoods. They should incorporate amenities such as community gathering spaces and/or places for neighborhood-oriented cultural events, and be linked to residential areas with bikeways and pedestrian paths. Strict use controls should ensure that businesses and activities within neighborhood commercial areas are consistent with residential uses, and design standards should be applied to ensure consistency with the overall character and quality of the surrounding neighborhood, with adequate screening and buffering from adjacent residential uses. The concept of a “neighborhood center” should be encouraged, clustering neighborhood commercial uses with other neighborhood-serving facilities and amenities.

Policy 3.19

Commercial Uses on Santa Teresa Boulevard. Prohibit commercial uses on Santa Teresa Boulevard in order to minimize the number of points of ingress and egress along the roadway, and encourage the County to establish the same prohibition in unincorporated areas of Santa Teresa Boulevard. A possible exception may be made for a single clustered commercial node in the vicinity of Sunrise Road, Day Road, or the extension of Buena Vista to serve the needs of local area residents.

Policy 3.20

North Monterey Street Improvements. Require curbs and gutters in the commercial areas along North Monterey Street.

Policy 3.21

First Street Commercial Development. Encourage new commercial development along First Street to use a Planned Unit Development (PUD) approach, with emphasis on larger interrelated developments as opposed to smaller spot development. Developments will include such amenities as extensive landscaping, a minimum of 30-foot setbacks and an architectural style that is compatible with the newer development along First Street.

**Policy 3.22**

Commercial Uses West of Santa Teresa Boulevard. Prohibit commercial development in the areas west of Santa Teresa Boulevard with the exception of visitor-serving commercial uses associated with theme/recreation parks; small neighborhood commercial uses; and limited agri-tourism uses as permitted in the Hecker Pass Special Use District.

Action 1.A
Zoning Ordinance

Downtown Development**Policy 3.23**

Downtown Boundaries. Expand the definition of "Downtown" to include all of the area designated on the Land Use Plan Map, roughly bounded by Leavesley/Welburn on the north, Railroad Street on the east, Tenth Street on the south, and the alley between Egleberry and Church Streets on the west. Within this area, the concentrated retail core is situated between Third and Seventh Streets, and between the railroad tracks and Egleberry Street. These boundaries will be reviewed, modified, and/or confirmed in the Downtown Specific Plan process.

Action 1.D
Downtown Specific Plan

Policy 3.24

Downtown Use Districts. Consider establishing three distinct use districts in the Downtown area through the Downtown Specific Plan, as outlined in the Downtown Commercial land use designation description on pages 4-11 through 4-14, including a Downtown Historic District, Downtown Mixed Use District, and Downtown Office District.

Action 1.D
Downtown Specific Plan

Policy 3.25

Mix of Uses Downtown. Encourage a wide mix of uses in close proximity to each other in the Downtown area, including governmental services and facilities, cultural and recreational activities, a broad range of retail activities, financial and professional services, entertainment, transit services, and housing for residents. Encourage mixed use developments that integrate housing and commercial uses.

Action 1.D
Downtown Specific Plan
Action 3.G
Neighborhood Revitalization
Strategy Area

Policy 3.26

Business Development in the Downtown. Provide amenities that will make Downtown attractive to office users and retail businesses (e.g., convenient parking, an attractive and safe environment, access to regional transit services, high quality infrastructure, reliable services, etc.) and encourage new office and retail businesses and expansions of existing businesses in Gilroy to locate there.

Action 1.D
Downtown Specific Plan
Action 3.F
Interagency Coordination for
Economic Development
Action 3.G
Neighborhood Revitalization
Strategy Area



Action 1.D

Downtown Specific Plan

Action 1.D

Downtown Specific Plan

Action 1.D

Downtown Specific Plan

Action 12.G

Downtown Parking District

Actions 5.A thru 5.H

Historic Preservation

Policy 3.27

Downtown Pedestrian Environment. Encourage and/or undertake design improvements in the Downtown area to create a safe, convenient, and pleasant pedestrian environment. Improvements—on an area-wide or project-specific basis—might include pedestrian-oriented amenities such as lighting, wider sidewalks, clearly marked pedestrian crossings, benches, landscaping, signage, and sidewalk seating areas. Design and manage roadway and pedestrian facilities to reduce conflicts between automobiles, pedestrians and bicyclists.

Policy 3.28

Downtown Traffic Circulation / Monterey Street Improvements. Use the Downtown Specific Plan process to develop a circulation plan for the Downtown area to (a) ensure convenient automobile access into and through the Downtown area, with special attention given to parking availability and access; (b) reduce potential conflicts between automobile, pedestrian and bicycle circulation; and (c) explore alternative street configurations and streetscape designs to ensure a pleasant and safe environment for pedestrians.

Policy 3.29

Downtown Parking. Provide off-street parking facilities with convenient access to retail stores. Encourage parking facilities to locate on the periphery of the Downtown core to facilitate easy automobile access from the residential areas to the east and west, and to encourage a continuous, unbroken building facade on both sides of Monterey Street. Discourage parking lots that front onto the west side of Monterey Street. Also encourage shared parking opportunities, in keeping with Policy 12.12, Shared Parking. See also Policy 12.11, On-site Parking.

Policy 3.30

Historic Preservation, Restoration and Re-use in the Downtown Area. Encourage restorative maintenance to deteriorated buildings in the Downtown and restrict the demolition of historically and/or architecturally significant buildings to accommodate new development. Encourage adaptive re-use of historic structures to maintain their historic character while supporting economic development.

**Policy 3.31**

Downtown Park or Plaza. Explore opportunities through the Downtown Specific Plan process to designate and develop a new park or plaza in the Downtown area that can serve as a community focal point and reinforce the role of Downtown as a community gathering place.

Action I.D

Downtown Specific Plan

Policy 3.32

Performing and Visual Arts Center in the Downtown Area. Use the Downtown Specific Plan process to explore potential sites in or near the Downtown area for development of a new Performing and Visual Arts Center, recognizing that such a facility would attract large numbers of residents to the Downtown area, supporting Downtown development efforts and securing the position of Downtown as the community's cultural and entertainment center.

Action I.D

Downtown Specific Plan



4

Agriculture

GOAL: Continued viability of agriculture and agri-tourism in the Gilroy area through (a) recognition of agriculture's significant contribution to the local economy; (b) protection of agricultural lands from urban encroachment; (c) preservation of agricultural lands as a natural buffer between Gilroy and surrounding communities; and (d) appreciation for the role of agricultural lands in enhancing Gilroy's semi-rural, small-town character.

Policy 4.01

Economic Viability of Agriculture. Support the long-term economic viability of agriculture and agri-tourism, thereby encouraging landowners to keep their land in cultivation.

Policy 4.02

Agricultural Land Preservation. Work with the County, LAFCo, and other relevant agencies as well as private landowners to protect agricultural and grazing lands from encroachment by urban uses, and to encourage the use of such lands for active cultivation. Specifically, implement the strategies and actions recommended by the South County Agricultural Study (*Strategies to Balance Planned Growth and Agricultural Viability in the Areas South and East of Gilroy*, October 1996).

Policy 4.03

Urban Containment. Contain urbanization within an area large enough to meet foreseeable need but which will not intrude unnecessarily on, cause premature conversion of, or impair the productivity of agricultural lands.

Policy 4.04

Agriculture and Annexation. Oppose urban development in lands under County jurisdiction until such lands are annexed by the City. Support County land use regulations that require minimum lot sizes to protect the viability of local agriculture and to prevent the development of incompatible or undesirable land use patterns prior to eventual annexation and urbanization.

Action 4.A

Implementation of "Strategies to Balance Planned Growth and Agricultural Viability"

Action 4.A

Implementation of "Strategies to Balance Planned Growth and Agricultural Viability"

Action 4.B

Interagency Coordination to Protect Agriculture

Action 2.A

Urban Service Area

Action 2.B

20-Year Boundary

Action 4.B

Interagency Coordination to Protect Agriculture

**Policy 4.05**

Agricultural Uses within the Planning Area. Recognize and encourage agriculture as a compatible use in undeveloped portions of the Planning Area. Community gardens, food production, seed production and other intensive agricultural operations will be allowed as long term uses when compatible with adjacent existing or planned land use.

Policy 4.06

Agricultural Uses in Hazard Areas. Encourage areas subject to natural hazards such as major flooding or soils with a high water table to remain in long-term agricultural production where such use exists.

See also South County Joint Area Plan policies 14.01 through 14.12; and "Strategies to Balance Planned Growth and Agricultural Viability in the Areas South and East of Gilroy" (adopted by City of Gilroy, September 1996).

Action 1.A

Zoning Ordinance

Action 4.A

Implementation of "Strategies to Balance Planned Growth and Agricultural Viability"

Action 1.A

Zoning Ordinance

Action 4.B

Interagency Coordination to Protect Agriculture



5

Historic Preservation

GOAL: A strong sense of connection to Gilroy's past through historical, archeological, and paleontological resources that are preserved, protected, enhanced, and commemorated for the benefit of current and future generations.

Policy 5.01

Historic Preservation. Encourage public and private efforts for the preservation of historic and architecturally significant buildings, archeological sites, and other landmarks that give residents a tie with the past.

Policy 5.02

Preservation Funding and Incentives. Seek state and federal funding for the preservation of buildings of historical merit and consider public/private partnerships for capital and program improvements. Support the use of Mills Act contracts to reduce property taxes on historic properties and thereby provide a monetary incentive for their acquisition, maintenance, and restoration.

Policy 5.03

Historic Character. Encourage preservation of older homes, other structures, and neighborhood districts to maintain and enhance the historic character of the city. In particular, encourage the retention and rehabilitation of older homes in and near the historic city center (roughly bound by First Street on the north, Princevalle on the west, Tenth Street on the south, and Chestnut/Murray on the east) and ensure that rehabilitation activities (especially if funded by low-interest rehabilitation loans from the City) are sensitive to the historic character of the building and/or site.

Policy 5.04

Downtown Historic District. Designate a Downtown Historic District and promote the preservation of historic buildings within the district area to reinforce Downtown's historic character and scale. Provide incentives for the retention and rehabilitation of buildings with historic merit.

Policy 5.05

Adaptive Reuse. Promote adaptive reuse of old buildings, especially in the Downtown Historic District, to preserve the buildings' historic character while encouraging development of an economically vital Downtown.

Action 5.A

Historic Preservation Designations

Action 5.F

Public Information Program on
Historic Preservation

Action 5.G

Mills Act Agreements

Action 5.H

Historic Preservation Ordinance

Action 5.A

Historic Preservation Designations

Action 5.B

Review of Structural Modifications
and Use Changes

Action 5.C

ELRs for Historic Structures

Action 5.D

Design Review in Historic
Preservation Districts

Actions 5.A thru 5.H

Action 5.D

Design Review in Historic
Preservation Districts

**Policy 5.06**

Non-Conforming Uses in Historic Structures. Allow non-conforming uses in designated Historic Structures. In some situations, a historic building can be retained only if it can be used for an activity that would not normally be permitted under the zoning classification. The City may consider conditional use permits where the proposed use will not have a detrimental effect on the neighborhood and will be in keeping with the historic nature of the building, taking into consideration parking needs and compatibility of the use to neighboring uses.

Action 1.A

Zoning Ordinance

Policy 5.07

Archeological Resources. If archeological resources or human remains are discovered during construction, work shall be halted within 50 meters (150 feet) of the find until it can be evaluated by a qualified professional archeologist. If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented.

Action 5.1

Archeological Assessments



Action 6.A

Scenic Highway Designations

Action 6.B

Scenic Highway Development
Standards

Action 1.I

Community Beautification

Action 1.H

Gateway Landscaping

6

Scenic Highways

GOAL: Designation of Hecker Pass Highway, Santa Teresa Boulevard, and Pacheco Pass Highway as scenic highways, and long-term protection of their scenic qualities.

Policy 6.01

Scenic Highways. Support the designation of Hecker Pass Highway, Santa Teresa Boulevard, and Pacheco Pass Highway as official State Scenic Highways, and establish appropriate development controls to ensure long-term protection of their scenic qualities. Controls should establish appropriate setbacks, sign controls, and other development regulations in keeping with State guidelines for the protection of scenic highway corridors.

Policy 6.02

Other Scenic Roadways. Recognize and protect important scenic qualities and natural features on other roadways in the Planning Area, including Uvas Park Drive and Miller Avenue from First Street to Mesa Road.

Policy 6.03

Highway 101 Landscaping and View Protection. Work with Caltrans and the County to provide additional landscaping along the Highway 101 right-of-way to enhance its attractiveness, recognizing that it is the primary “visitor-serving” traffic artery in the Planning Area. Also, encourage new developments facing Highway 101 to provide landscape screening and to protect and enhance existing views of farmland and surrounding hills.



Implementing Actions

1 *Community Design*

Action 1.A

Zoning Ordinance. Update the Gilroy Zoning Ordinance and Zoning Map to be consistent with the Land Use Plan Map and related policies of the updated General Plan. Rezone areas inconsistent with the Land Use Plan Map, as appropriate, and update the zoning district descriptions to reflect the updated land use designation descriptions. Also, establish a new zoning district to implement the Campus Industrial land use designation, in keeping with the goals and policy objectives set forth in the Gilroy General Plan (pages 3-14 to 3-17). Ensure that the industrial and commercial zoning districts are clearly differentiated from each other.

Additional zoning districts or modifications to existing zoning districts may be required pending the detailed directives established in the Downtown Specific Plan (e.g., to support mixed use development) and Hecker Pass Specific Plan (e.g., for “agri-tourism” and/or for residential development with special density, use or development restrictions).

Action 1.B

Hillside Development Guidelines. Maintain the Residential Hillside zoning district and continue to enforce the Hillside Development Guidelines to regulate future development in hillside areas.

Action 1.C

Neighborhood Districts Implementation Strategy. Convene a Task Force including representatives from the City’s Community Development Department; elected and appointed City officials; GUSD representative(s); developers (for-profit and non-profit); and representatives of the community at-large to develop a workable strategy for implementation of the Neighborhood Districts. The implementation strategy shall:

- Identify strategies and procedures to guide implementation of the Neighborhood Districts in the areas so designated on the Land Use Plan Map, recognizing the need for potentially different strategies in different parts of the City



(e.g., for areas of fragmented property ownership). Ensure a strong link between the Neighborhood District implementation strategies and expansions to the Urban Service Area; the RDO process; school facility planning; City infrastructure and service planning; and City affordable housing policies and programs.

- Evaluate the Residential Development Ordinance in light of the goals, objectives and implementation strategies of the Neighborhood Districts and recommend strategies for making the two processes consistent, compatible, and mutually supportive.
- Develop strategies to ensure that affordable housing goals are integrated into and achieved through the Neighborhood Districts development process.
- Review and confirm the “minimum” and “target” percentage mixes for different densities of housing within each Neighborhood District based on the agreed upon implementation strategies.
- Define design guidelines and design review procedures to ensure that new Neighborhood Districts meet the vision, goals and policies of the General Plan. In particular, define use controls and design standards for Neighborhood Commercial developments in Neighborhood District areas.
- Define an exemption or modified requirements for developments on properties below a certain size.

Action 1.D

Downtown Specific Plan. Develop a Specific Plan for the Downtown area to achieve the goals and objectives for the area set forth in the Gilroy General Plan (pages 3-18 to 3-20). Ensure the participation of Downtown merchants, property owners, and residents as well as the community at-large in the development of the Downtown Specific Plan’s policies, design and development recommendations, and implementation strategies.

Action 1.E

Hecker Pass Specific Plan. Develop a Specific Plan for the Hecker Pass area to achieve the goals and objectives set forth in the Gilroy General Plan (pages 3-21 through 3-25). Ensure the participation of property owners as well as the community at-large in the development of the Hecker Pass Specific Plan’s policies, design and development recommendations, and implementation strategies.



Action 1.F

Campus Industrial Specific Plans. Undertake pro-active efforts in areas where the City seeks to facilitate the development of 'campus industrial' uses in keeping with the goals and policies of the General Plan.

The future annexation of property east of the Gilroy Outlets, between Leavesley Road and the Ronan Channel, shall be preceded by the adoption of a Specific Plan, with property owners and/or developers taking the lead role. Development of the Specific Plan shall involve, but not be limited to, city and regional stakeholders, South County agricultural interests, the Santa Clara Valley Water District, and the Pajaro River Watershed Flood Protection Authority. Issues and concerns to be addressed through the Specific Plan process shall include, but not be limited to:

- a) Re-evaluation of potential traffic impacts and solutions;
- b) Coordination with the City's Bicycle Plan element;
- c) Consideration of mass-transit issues with the Valley Transportation Agency;
- d) Potential trail development along the Llagas Creek (as part of the Parks and Recreation Master Plan); and
- e) Evaluation of potential increased public service costs.

Action 1.G

Street Tree Program. Continue to require deep-rooted street trees to be planted in newly developed areas to beautify Gilroy and to enhance its rural character. Street trees and sidewalks should be studied to improve existing conditions and to determine the best methods for providing street trees in new development. Also, continue to maintain existing street trees, replacing them as necessary and encouraging the planting of new trees in areas where they are lacking.

Action 1.H

Gateway Landscaping. Require developers of new development at "gateways" to the City to design and landscape their buildings appropriately, and contribute to strip landscaping, to create an attractive entrance to the City. Principal gateways are identified in Policy 1.10. Also, work with CalTrans and the County to enhance the landscaping along Highway 101, and encourage new developments facing Highway 101 to provide landscape screening and to protect and enhance views of farmland and the surrounding hills.



Action 1.I

Community Beautification. Continue to support beautification efforts—through landscaping and design requirements for new development and through improvements to existing areas of development—to enhance the overall quality of life for Gilroy residents and make the City more attractive to visitors and businesses.

Action 1.J

Design Review. Continue to require design review of all development prior to the issuance of a development permit. The review should determine whether the proposed development/remodeling would be in keeping with community character and whether the proposed action satisfies the applicable ordinances.

Action 1.K

Sign Ordinance. Strictly enforce Gilroy's Sign Ordinance. Have non-conforming signs brought into conformance with the ordinance or removed.

2 *Growth Management*

Action 2.A

Urban Service Area. Accept applications for inclusion in the Urban Service Area on an annual basis, and review applications based on the following criteria:

- The need for additional lands, if any, to accommodate projected growth for the next five years.
- Consistency of the proposed area of Urban Service Area expansion in light of General Plan policies regarding the pattern of development (1.01), the location of growth (2.01), and the rate and timing of growth (2.02).
- Consistency with implementation strategies for the Neighborhood Districts, including phasing strategies, if applicable (based on outcome of Action 1.C).

Consolidate approved applications into a single application to LAFCo for their consideration.



Action 2.B

20-Year Boundary. Maintain a 20-year boundary to guide long-term land planning and development decisionmaking in keeping with objectives set forth in Policy 2.08. Display the 20-year boundary on the Land Use Plan Map, and allow amendments to the boundary only in conjunction with the circumstances set forth in Policy 2.09.

Action 2.C

Residential Development Ordinance. Evaluate the Residential Development Ordinance (RDO) following adoption of the updated General Plan and completion of implementing action 1.C, Neighborhood Districts Implementation Program. Modify the RDO's point system and procedures as necessary to ensure that it remains a useful and effective tool for managing growth and implementing the vision, goals and policies of the General Plan.

Action 2.D

Interagency Coordination for Growth Management. Continue to work with the County and other South Valley communities to ensure a regional approach to growth management. Work with the County to discourage land subdivision and development activities in areas outside the Urban Service Area that might undermine the future urban development potential of those lands.

3 *Economic Development*

Action 3.A

Industrial Performance Standards. Develop "performance standards" for use in the review of industrial development proposals to help guide industry to appropriate sites based upon the level of physical and environmental impacts the new operations will impose on the surrounding area. In most cases, the required EIR would contain all the information necessary to apply performance standards.

Action 3.B

Industrial Design Guidelines. Continue to apply the City's Industrial Design Guidelines, including landscaping requirements, to promote attractive and efficient industrial developments. Review and update the guidelines periodically to ensure their continued relevance and usefulness in applying the vision, goals, and policies of the General Plan to the review and approval of industrial development



proposals. In particular, update the guidelines to address the architectural and site design requirements for Campus Industrial areas.

Action 3.C

Design Standards for High Impact Uses. Strictly enforce the City's standards for the design, landscaping, and decorative screening of junk yards, salvage yards, and auto wrecking yards. Periodically review these standards to determine whether they are adequate or in need of amendment. Develop and enforce similar standards for other visually disruptive uses in the Planning Area.

Action 3.D

Commercial Design and Development Standards. Update the City's design and development standards for commercial areas periodically to provide an effective tool for achieving vision, goals and policies of the General Plan, and continue to review and evaluate commercial development proposals based on these standards.

Action 3.E

Use Controls and Design Guidelines for Neighborhood Commercial Developments. Develop strict use controls and guidelines for architectural design, landscaping, buffering and signage in neighborhood commercial areas to ensure compatibility with adjacent residential uses.

Action 3.F

Interagency Coordination for Economic Development. Continue to work with and support the Gilroy Economic Development Corporation, Gilroy Downtown Development Association, Chamber of Commerce, Hispanic Chamber of Commerce and other groups working to promote Gilroy's economic development. In particular, support and coordinate efforts targeted towards the further economic development of the Downtown area.

Action 3.G

Neighborhood Revitalization Strategy Area. Continue to support and coordinate economic, social, and community development efforts in the Neighborhood Revitalization Strategy Area to encourage economic development for the benefit of all Gilroyans.

See also:

- Action 1.A: Zoning Ordinance
- Action 1.D: Downtown Specific Plan



4 Agriculture

Action 4.A

Implementation of “Strategies to Balance Planned Growth and Agricultural Viability.” Continue to work with the County and other South Valley communities to implement the recommendations set forth in “Strategies to Balance Planned Growth and Agricultural Viability in the areas south and east of Gilroy,” adopted by the City of Gilroy on September 23, 1996. Specifically,

- explore ways of funding the purchase of agricultural open space easements;
- examine and work towards implementation of marketing strategies to increase local awareness of local agricultural products and increase local sales;
- continue to explore and implement ways of providing affordable farm worker housing by developing permanent and seasonal housing; and
- work with the Santa Clara Valley Water District to maintain competitive rates for agricultural users, and encourage the agricultural use of reclaimed water and sewage sludge.

Action 4.B

Interagency Coordination for Agricultural Protection. Work with the County and key stakeholder groups to protect and support the continued viability of agriculture in lands within the City’s sphere of influence. Discourage (a) property subdivisions or the splitting of properties by new roads into parcels too small to be used economically for agricultural purposes, and (b) the premature conversion of agricultural lands to urban uses until such lands are annexed by the City. Also, ensure proper referral procedures for project proposals in unincorporated areas of the City’s Sphere of Influence, facilitating communication between the City and County on projects that may have an impact on the City’s land use plans and policies.



5 *Historic Preservation*

Action 5.A

Historic Preservation Designations. Continue to designate buildings, sites, features and districts based upon their historic value, and work towards their preservation. Two types of designations apply:

- *Historic Buildings and Sites:* these are individual structures, sites, or features of historic value, whether or not they are located in a historic preservation district.
- *Historic Preservation Districts:* these are areas that contain a significant number of structures, sites, or features worthy of preservation. Although each and every structure in such an area may not be historically significant, the structures collectively, together with other features such as mature trees, flower gardens, etc., constitute an area worthy of preservation. A Historic Preservation District may include a block or part of a block or may consist of an entire neighborhood.

Action 5.B

Review of Structural Modifications and Use Changes. For designated Historic Structures and of structures within a Historic Preservation District, submit proposed structural modifications that change the exterior appearance and proposed use changes to the Historic Heritage Committee and the Planning Commission for review and approval.

Action 5.C

Environmental Impact Reports for Historic Structures. Require an Environmental Impact Report (EIR) for any proposed demolition of a designated Historic Structure, with consultation of the Historic Heritage Committee in preparation of the EIR. For demolition of a structure within a Historic Preservation District, determination will be made by the Planning Division Manager on whether a negative declaration or EIR is appropriate. Following the Public Hearing of the EIR, the Planning Commission would pass the EIR and the request for demolition permit, along with its comments and recommendations, to the City Council for action. The Council would have the power to postpone, without undue delay, approval of a demolition permit for any structure in a Historic Preservation District or any designated Historic Structure to provide interested parties an opportu-



nity to preserve the structure. In the case of historic structures heavily damaged by fire, earthquake, or other natural disaster, the EIR requirement for demolition may be waived.

Action 5.D

Design Review in Historic Preservation Districts. Evaluate projects in Historic Preservation Districts for compatibility with the surrounding neighborhood. Review and approval authority shall be with the Historic Heritage Committee.

Action 5.E

Survey of Historic Structures. Periodically update the City's Survey of Historic Structures.

Action 5.F

Public Information Program on Historic Preservation. Continue to provide public information to increase awareness of historic preservation.

Action 5.G

Mills Act Agreements. Support the development of Mills Act Agreements for historic properties to provide reductions in property taxes, in keeping with the City's adopted Mills Act Agreement Policy.

Action 5.H

Historic Preservation Ordinance. Adopt a Historic Preservation Ordinance and submit it for certification by the Secretary of the Interior so that owners of designated historic buildings can apply for tax relief.

Action 5.I

Archeological Assessments. Require an archeological assessment for all CEQA projects (i.e., projects requiring an environmental assessment) in potentially sensitive archeological areas (as indicated on the City's Historic and Cultural Resources Map). The assessment shall consist of a preliminary survey and, if evidence of sites is found, a test-level investigation.



6 *Scenic Highways*

Action 6.A

Scenic Highway Designations. Coordinate with Santa Clara County, CalTrans and other agencies to support the application for Scenic Highway status for Hecker Pass Highway, Santa Teresa Boulevard, and Pacheco Pass Highway.

Action 6.B

Scenic Highway Development Standards. Develop and enforce use controls, design guidelines, and other development standards for the areas adjoining designated Scenic Highways to ensure protection and preservation of their scenic qualities.

Land Use Plan Map Residential

- HILLSIDE
- LOW DENSITY
- MEDIUM DENSITY
- HIGH DENSITY
- NEIGHBORHOOD DISTRICT
- RURAL RESIDENTIAL

Commercial

- DOWNTOWN
- PROFESSIONAL OFFICE
- GENERAL SERVICES
- VISITOR SERVING

Industrial

- CAMPUS INDUSTRIAL
- INDUSTRIAL PARK
- GENERAL INDUSTRIAL

Other

- HECKER PASS SPECIAL USE DISTRICT
- OPEN SPACE
- PARK/RECREATION FACILITY
- PUBLIC/QUASI-PUBLIC FACILITY
- EDUCATIONAL FACILITY

- CITY LIMITS
- URBAN SERVICE AREA
- 20 YEAR PLANNING BOUNDARY

CIRCULATION LEGEND

- FREEWAY
- EXPRESSWAY
- ARTERIAL
- COLLECTOR

**Gilroy 2020
General Plan** 

Adopted 6/13/02

0 1750 3500 7000



(1 inch = 3500 feet)



Housing



Introduction

This chapter of the General Plan sets forth the City's goals, policies and implementing actions for Housing, including:

- The City's Role in Housing Activities
- Housing Quality and Community Character
- Housing Mix
- Affordable Housing
- Special Needs



Goals and Policies

7 *City Role in Housing Activities*

GOAL: Effective programs that respond to residents' housing needs, with public participation in all housing policy matters, and equal housing opportunities for all residents, regardless of age, sex, race, marital status, ethnic background, income and other arbitrary factors.

Policy 7.01

City Leadership. Serve an active leadership role in helping to attain the objectives of the City's Housing Element by following through on the actions prescribed in the Housing Element and monitoring progress annually to review housing goals and target achievements.

Policy 7.02

Public Participation. Encourage and support public participation in the formulation and review of the City's housing policies and programs, including neighborhood level planning and involvement of community groups as well as representatives from the building and real estate industries to advocate programs that will provide quality, affordable housing for all Gilroyans.

Policy 7.03

Interagency Collaboration for Lower Cost Housing. Establish relationships, continue participation in Countywide housing assistance programs, and collaborate with other public agencies and non-profit housing sponsors in the use of available programs to provide lower-cost housing in Gilroy.

Policy 7.04

Equal Housing Opportunity. Promote equal housing opportunities for all residents regardless of age, sex, race, marital status, ethnic background, income and other arbitrary factors.

Policy 7.05

Community Diversity. Maintain community diversity by ensuring a variety of housing opportunities to meet the needs of people of different ages and/or social and economic backgrounds, and different household and family structures.

Action 7.B

Housing Development Specialist

Action 7.C

Collaboration with Non-Profits

Action 7.A

Future Housing Element Updates

Action 7.E

Public Information

Action 7.B

Housing Development Specialist

Action 7.C

Collaboration with Non-Profits
among others

Action 7.F

Fair Housing and Anti-Discrimination Efforts

All of the housing actions help to implement this policy.



8

Housing Quality and Community Character

GOAL: Rehabilitation or replacement of substandard housing to ensure long-term quality in the City's housing stock. Excellence in architecture and site planning in all new projects, and innovative housing design that integrates different types of housing within individual developments and contributes to the overall attractiveness and livability of Gilroy.

Policy 8.01

Maintenance and Rehabilitation of Existing Housing. Promote maintenance and rehabilitation of structures in poor condition and take action to prevent poorly maintained properties from blighting their surroundings. Rehabilitation of substandard housing for low-income, owner-occupied units will be encouraged and financial assistance will be provided whenever feasible. A Replacement Housing Program shall be developed in the event that units are not suitable for rehabilitation.

Policy 8.02

Protection of the Rental Housing Stock. Since rental units are commonly the most "affordable" housing for lower income households, encourage conservation of the rental stock and support rental subsidy programs that can be applied to existing housing.

Policy 8.03

Regulation of Conversions. Conserve rental housing stock by discouraging conversion of residential units to commercial uses in order to avoid depleting the number of rental units. Continue to allow residential units within the C1 zoning district when accompanied by a commercial use.

Policy 8.04

Historic and Architectural Resources. Encourage the preservation and protection of houses or neighborhoods of historic significance.

Policy 8.05

Community Preservation. Ensure that the goals of affordable housing and the historic preservation program are compatible, eliminating any unnecessary impediments that may deter owners from repairing and rehabilitating their historic structures into functional residential dwellings.

Action 8.B

Code Enforcement

Action 8.C

Rehabilitation Loan Program

Action 8.E

Property Owners of Substandard Units

Action 8.F

Housing Replacement

Action 8.A

Conservation of "At-Risk" Units

Action 8.I

Mobile Home Rent Control Ordinance

Action 1.A

Zoning Ordinance

Actions 5.A thru 5.I

Historic Preservation

Actions 5.A thru 5.I

Historic Preservation



Actions I.A thru I.K
Community Design

Action I.A
Zoning Ordinance
Action I.J
Design Review

Action 8.I
Mobile Home Rent Control
Ordinance

Land Use Plan Map
and numerous other actions

Action I.C
Neighborhood Districts
Implementation Strategy

Action 9.D
Mixed Use Zoning and Incentives

Policy 8.06

Housing Design. Protect the character of existing residential neighborhoods and provide stable, safe and attractive neighborhoods by encouraging excellence in project design consistent with existing community character (architecture, site planning, amenities).

Policy 8.07

Family Housing Amenities. Encourage adequate provisions in new developments for families with children, including provisions for amenities such as tot lots and play yards.

Policy 8.08

Mobile Homes. Conserve existing affordable mobile home opportunities in Gilroy, encouraging appropriate maintenance and management of existing mobile home developments. *See also Policy 13.09 regarding development of new mobile home to achieve affordable housing goals.*

9

Housing Mix

GOAL: Housing of different types, prices, and tenure (for sale and for rent) to meet the City's "fair share" of regional housing need, mixing different housing types and price levels throughout the community and within each new neighborhood.

Policy 9.01

Jobs-Housing Balance. Continue to work towards the goal of a balanced community with a variety of housing types and prices, sufficient job opportunities, and an efficient and adequate provision of City services and amenities.

Policy 9.02

Neighborhood Districts. Support implementation of Neighborhood Districts in areas of new residential development to achieve a diversity of housing types and tenure (for sale and for rent) and to provide greater choice for residents and workers in Gilroy.

Policy 9.03

Mixed Use Development. Encourage mixed residential/commercial uses in the Downtown area and in other areas of the City where a mix is feasible and appropriate, to provide housing that meets a range of income needs.



Policy 9.04

Accessory Units. Encourage the construction of accessory dwelling units (also called “granny flats” or “in-law units”) in R-1 zones, subject to specific development standards and requirements.

Action 9.C

Accessory Unit Ordinance

10

Affordable Housing

GOAL: Housing opportunities that are affordable to all Gilroy residents and available throughout the community (rather than clustered in only some areas) and responsive to the needs of all income levels and household types.

Policy 10.01

Multi-Family Housing Construction. Encourage the construction of multi-family units, especially units suitable for lower income households and large families.

Action 10.D

Land for Multi-Family Housing

Policy 10.02

Affordable Housing Development Incentives. Encourage participation by the private sector in development of affordable housing opportunities by removing unnecessary impediments and providing realistic incentives. Continue to approve housing at higher densities when affordable units are provided, consistent with environmental constraints, surrounding development patterns and design excellence (architecture, site planning, amenities, etc.). To the extent they are available and workable at a given location, the City will offer a density bonus incentive and other incentives. Such incentives might include reduced fees, cost-saving site design techniques, zero-lot line development, clustered housing on smaller lots, smaller unit sizes, fast-track project review, and methods of reducing the total cost of internal roads and utilities serving the development.

Action 10.F

Affordable Housing Density Bonuses

Policy 10.03

Neighborhood Districts and the RDO. Develop implementation mechanisms for the Neighborhood District to ensure affordable housing development. In addition to the required mix of housing types, potential mechanisms might include density bonus programs for providing affordable units (see Policy 13.02); additional RDO priority for achieving designated affordability targets; requiring a minimum number of affordable housing units as a condition of project approval; requiring land dedication for affordable housing development; or encouraging partnerships between for-profit and non-profit housing developers.

Action 10.A

Residential Development Ordinance

Action 10.B

RDO Exemptions

Housing



Actions 10.E thru 10.K
financial assistance programs

Action 10.M
Shared Housing Programs

Action 10.J and 10.K
Resale and Rent/Income
Restrictions on BMR Units

Action 7.B
Housing Development Specialist
Action 1.C
Neighborhood District
Implementation Strategy

Action 7.C
Collaboration with Non-Profits

Action 8.H
Mobile Homes

Actions 10.E thru 10.I
financial assistance programs

Policy 10.04

Rental and Purchase Assistance Programs. Continue to publicize and participate in rental assistance programs such as Section 8 and the Housing Voucher programs, and purchase assistance programs such as Mortgage Credit Certificates (see the glossary for definitions of these assistance programs).

Policy 10.05

Home Sharing. Encourage house sharing programs operated by nonprofit organizations to provide housing opportunities for low and moderate income residents.

Policy 10.06

Long-Term Affordability. Ensure that housing units that receive public monies or regulatory incentives to create affordability will retain their affordability in the long-term through resale or rent/income restrictions.

Policy 10.07

Innovative Housing Approaches. Encourage innovative approaches in the financing and design of housing units to increase the availability of low and moderate income housing.

Policy 10.08

Cooperative Ventures. Encourage cooperative and joint ventures between owners, developers and non-profit groups in the provision of Below Market Rate (BMR) housing.

Policy 10.09

Mobile Homes. Explore the potential for encouraging new mobile home and manufactured home developments as a means of achieving affordable housing goals. *See also Policy 11.08 regarding conservation of existing mobile homes.*

Policy 10.10

New Housing Eligible for Subsidy. Encourage new projects to pursue subsidies to reduce the cost of the units, such as Section 8 or similar programs that provide very low and low income housing (see the glossary for a definition of the Section 8 program).



Policy 10.11

Housing Infill Opportunities. Identify housing infill opportunity areas and sites where affordable housing might be developed, consistent with other General Plan policies. Sites should have the following characteristics:

- a) The potential to deliver sales or rental units at low or below market rate prices or rents.
- b) The potential to meet special housing needs for local workers, single parents, seniors, small families or large families.
- c) The City has opportunities, through ownership or special development review, to facilitate provision of housing units to meet its housing objectives.

Policy 10.12

Selection Criteria for Housing Infill Opportunity Sites. Use the following criteria to identify Housing Infill Opportunity Sites or Areas, focusing on sites that will be competitive for tax-exempt bond financing or other subsidy programs:

- a) Adequate vehicular and pedestrian access.
- b) Convenient access to transit (or the project must be able to provide transit to meet the needs of the project's prospective residents).
- c) Convenient access to neighborhood services and facilities needed by the prospective residents.
- d) Convenient access to neighborhood recreation facilities, or designed to provide adequate recreation facilities on site.
- e) Cost effective mitigation of physical site constraints (including geologic hazards, flooding, drainage, soils constraints, etc.).
- f) Cost effective provision of adequate services and utilities to the site.
- g) Ability to meet applicable noise requirements.
- h) Adequate site size to provide parking, with flexible requirements based on the needs of the project's prospective residents.

Action 9.A

Housing Infill Opportunity Sites Study

Action 9.B

Infill Development Incentives

Action 9.A

Housing Infill Opportunity Sites Study



Action 1.A

Zoning Ordinance

Action 1.C

Neighborhood Districts Implemen-
tation Strategy

Action 11.B

Accessible Design Incentives
Program

Actions 10.A thru 10.I

financial assistance programs

Actions 1.A

Zoning Ordinance

Actions 11.A

Homeless Shelter Siting Policy



Special Needs

GOAL: Housing and related services for households with special needs, including the elderly, people with disabilities, the homeless, and migrant farmworkers.

Policy 11.01

Special Needs. Encourage a mix of housing units throughout the City including those for families with children, single parents, young families, lower income seniors and people with disabilities.

Policy 11.02

Adaptable Units for People with Disabilities. Encourage development of new housing that can be adapted for use by people with disabilities.

Policy 11.03

Affordable Units for Large Families. Encourage construction of affordable units with three or more bedrooms.

Policy 11.04

Residential Care Facilities for Seniors. Encourage senior housing, including residential care facilities, to locate in or near residential neighborhoods that are convenient to public transit and within walking distance of shopping and restaurants. Residential care facilities for seniors may be allowed in other areas only when (a) the client population will be people with restricted mobility, unable to access nearby transit and retail opportunities; and (b) the facility provides medical care and living assistance for its residents, making close proximity to medical support services and related facilities highly desirable.

Policy 11.05

Emergency Shelter Facilities and Transitional Housing. Support the provision of emergency shelter facilities and transitional housing for families and individuals who are homeless or who require special care services. Work with nonprofit service providers and other agencies to identify potential sites for such facilities and facilitate the development approval process. Require community outreach and consultation in siting decisions, and ensure facility site and building designs that contribute to the overall quality and character of the area. Also, ensure that project proposals address ongoing management and facility maintenance issues.

**Actions 11.A**

Homeless Shelter Siting Policy

Policy 11.06

Potential Sites for a New Emergency Shelter Facility. Use the following criteria in identifying potential sites for a new permanent shelter facility in Gilroy to serve the City's homeless families and individuals:

- a) Sites should be in close proximity (i.e., walking distance, or maximum of 0.25 miles) to public transportation; professional services such as doctor's offices, barber shops, and legal offices; grocery stores; job development centers; and/or employment centers.
- b) Sites should preferably be located a reasonable distance from schools, existing residential neighborhoods, industrial areas, and areas with a high concentration of bars and/or liquor stores.

Based on these criteria, potential areas to consider include areas with existing residential motels; the east side of Monterey Street south of Tenth Street; and the west side of Monterey Street north of First Street.



Implementing Actions

7 *City Role in Housing Activities*

Action 7.A

Future Housing Element Updates. Update the Housing Element regularly, consistent with State Law requirements.

Target: As required by State law

Responsible Agency: Planning; HCD

Action 7.B

Housing Development Specialist. Hire a Housing Development Specialist to promote a more active role within the Planning Division to achieve affordable housing goals. The duties of the Housing Specialist will include:

- (a) Implement the programs identified in the Housing Element;
- (b) Achieve Housing Element Quantified Objectives;
- (c) Oversee implementation of the Neighborhood Districts process, including strategies for achieving the target housing mix and integrating affordable housing.
- (d) Serve as a catalyst for affordable housing development, helping to forge partnerships between profit and nonprofit housing developers as well as government agencies and programs;
- (e) Facilitate public involvement in affordable housing development initiatives;
- (f) Educate potential buyers and renters of affordable housing on their rights and responsibilities; and
- (g) Monitor and enforce resale controls and rent/income restrictions on affordable units.
- (h) Monitor and enforce affordable housing exemptions granted under the RDO

Target: Within two years of Plan adoption and/or confirmation of annual implementation priorities

Responsible Agency: Planning; HCD

**Action 7.C**

Collaboration with Non-Profits. Establish relationships with and provide technical assistance to both profit and nonprofit groups working in the area of affordable housing, facilitating innovative partnerships and collaborative approaches to affordable housing development.

Target: Ongoing

Responsible Agency: Planning; HCD

Action 7.D

Housing Activity Summary. Provide a statistical summary of residential building activity, including data on housing type, affordability (prices and rents), and special needs groups. Include an annual report on progress made towards meeting Housing Element program targets.

Target: Annual

Responsible Agency: Planning; HCD

Action 7.E

Public Information. Continue to utilize the City's Public Information Officer and program to promote citizen awareness of housing issues and programs, including rehabilitation loan programs, code enforcement, energy conservation, fair housing laws, rental assistance, and affordable housing programs. Techniques to use include: (a) providing information pamphlets on the programs at City Hall and the public library; (b) contacting neighborhood groups and associations; (c) giving presentations to community groups periodically; and (d) providing public information through articles in the *Gilroy Dispatch*, city newsletter (*The Inside Scoop*), and Channel 34.

Target: Ongoing

Responsible Agency: Planning; HCD

Action 7.F

Fair Housing and Anti-Discrimination Efforts. Analyze impediments to fair housing, as part of the City's Consolidated Plan, and ensure that State and Federal laws are adhered to. Provide financial support and referrals to programs that provide fair housing and counseling services to Gilroy households. When discrimination complaints come to the attention of City staff, refer them to the appropriate legal service, County, or State agency.

Target: Ongoing

Responsible Agency: Planning; HCD



8 *Housing Quality and Community Character*

Action 8.A

Conservation of “At-Risk” Units. Develop a strategy to conserve existing assisted housing units that are at-risk of converting to market rates, including the Milias Apartments, Gilroy Apartments, and Plum Tree West.

Target: Ongoing

Responsible Agency: HCD

Action 8.B

Code Enforcement. Continue to respond to citizen complaints regarding housing code problems through the City’s code enforcement program, ensuring compliance with basic health and safety building standards and appropriate permits. Conduct rental housing inspections as possible, and provide public information to landlords and tenants regarding their rights and responsibilities in relation to building code enforcement.

Target: Ongoing

Responsible Agency: Building, Life and Environmental Safety Department

Action 8.C

Rehabilitation Loan Program. Continue to administer the Housing Rehabilitation Program to assist low-income homeowners with housing rehabilitation. Consider extending the program to include historic residential and mixed use structures.

Target: Ongoing

Responsible Agency: HCD

Action 8.D

Housing Conditions Database. Maintain the City’s Housing Conditions Database to provide accurate, up-to-date information on housing structures in need of rehabilitation or replacement.

Target: Ongoing

Responsible Agency: HCD

**Action 8.E**

Property Owners of Substandard Units. Within current staffing limits, establish a program of contacting owners of units identified as substandard, offering inspection services and providing information on the City's Rehabilitation Loan Program.

Target: 2001

Responsible Agency: HCD

Action 8.F

Housing Replacement. Work with the owners of substandard units in need of replacement to develop a project-specific strategy for housing replacement.

Target: Ongoing

Responsible Agency: HCD

Action 8.G

Property Maintenance Ordinance. Establish property maintenance regulations that set reasonable minimum standards necessary to prevent blighting effects and establish a mechanism for enforcement.

Target: 2002

Responsible Agency: Building, Life and Environmental Safety Department; HCD

Action 8.H

Mobile Homes. Designate areas for new mobile home development, either through rezoning to R3 or R4 designations or through the Neighborhood Districts implementation process. Consider potential incentive programs to encourage future mobile home developments, considering potential exemption in the RDO process.

Target: 2001; and ongoing

Responsible Agency: Planning Division

Action 8.I

Mobile Home Rent Control Ordinance. Continue to enforce the Mobile Home Rent Control Ordinance to ensure the continued affordability of mobile home units.

Target: Ongoing

Responsible Agency: HCD



Action 8.J

Resource Conservation. Continue to include Resource Conservation design features as criteria in awarding points in the Residential Development Ordinance process.

Target: Ongoing

Responsible Agency: Planning Division

9 Housing Mix

Action 9.A

Housing Infill Opportunity Sites Study. Undertake a study to identify potential infill housing opportunity sites, evaluating: the potential for housing to meet special needs on City-owned sites; potential re-use of commercial or industrial sites; and sites appropriate for mixed commercial/residential use. The study would recommend rezonings and other implementing actions, which would occur as appropriate.

Target: Within 3 years of Plan adoption and/or confirmation of annual implementation priorities.

Responsible Agency: Planning Division; HCD

Action 9.B

Infill Development Incentives. Revisit the RDO point allocation system and exemption procedures to provide stronger incentives for infill developments.

Target: Within 2 years of Plan adoption and/or confirmation of annual implementation priorities.

Responsible Agency: Planning Division

Action 9.C

Accessory Unit Ordinance. Continue to encourage the construction of accessory units in R1 areas through the Accessory Unit provisions of the Zoning Ordinance.

Target: Ongoing

Responsible Agency: Planning Division

*Action 9.D*

Mixed Use Zoning and Incentives. Re-examine the Zoning Ordinance and designations in the Downtown area, as well as in other areas of the City where mixed use developments may be feasible and appropriate. Ensure that the zoning encourages mixed use development, and consider use of the following potential incentives: (1) increased densities; (2) reduced unit sizes; (3) allowances for ground-floor retail; (4) modified parking requirements (especially in developments close to transit or where "shared parking" arrangements could be instituted); and (5) assistance with securing project financing through a loan guarantee or similar program. Encourage mixed use developments to include housing units that meet a range of income needs.

Target: Review Zoning Ordinance within 6 months of Plan adoption; develop Downtown Specific Plan within one year.

Responsible Agency: Planning Division

10 *Affordable Housing*

Action 10.A

Residential Development Ordinance (RDO). Provide more units that are affordable through the Residential Development Ordinance through evaluation of the current process, revision of the point allocation system, provision of a mechanism to ensure long-term affordability, and monitoring guarantees of affordability.

Target: Within 2 years of Plan adoption and/or confirmation of annual implementation priorities.

Responsible Agency: Planning Division

Action 10.B

RDO Exemptions. Continue to make housing projects that are 100% affordable to very low and low income households exempt from the Residential Development Ordinance competition.

Target: Ongoing

Responsible Agency: Planning Division



Action 10.C

Neighborhood District Implementation and Affordable Housing. Provide incentives for affordable housing development in the implementation mechanisms for the Neighborhood Districts.

Target: Develop Neighborhood Districts Implementation Strategy within 1 year of Plan adoption.

Responsible Agency: Planning Division

Action 10.D

Land for Multi-Family Housing. Ensure an adequate inventory of appropriate sites zoned for multi-family housing development. In particular, work to achieve the target mix of housing densities (but require the minimum mix) in the implementation of Neighborhood Districts.

Target: Develop Neighborhood Districts Implementation Strategy within 1 year of Plan adoption; then ongoing.

Responsible Agency: Planning Division

Action 10.E

Affordable Housing Financing Programs. Identify and explore alternative financing programs in the public and private sectors to address the affordability crisis, including shared appreciation and shared equity mortgages; sale and lease-back arrangements; self-help/ "sweat equity" housing; employer-assisted home purchase programs; and financial assistance for conversion of unused commercial space for rental housing. If available, explore potential uses of HOME program funds to support development of affordable housing.

Target: Ongoing

Responsible Agency: HCD

Action 10.F

Affordable Housing Density Bonuses. In accordance with State Density Bonus Law (Government Code Section 65915), continue to provide density bonuses of at least 25% or other incentives for projects which include at least: (a) 20% of the units for lower-income households; or (b) 10% of the units for very low income households; or (c) 50% of the units for senior citizens.

Target: Ongoing

Responsible Agency: Planning Division

**Action 10.G**

Housing Trust Fund. Continue to use the Housing Trust Fund to support affordable housing opportunities, seeking funds from public and private sources to implement or supplement the City's housing programs, in accordance with administrative guidelines.

Target: Ongoing

Responsible Agency: HCD

Action 10.H

Section 8 Rental Assistance Program. Encourage the continued and potentially expanded provision of Section 8 vouchers and certificates, and encourage landlords, tenants and developers to participate in the Section 8 program.

Target: Ongoing

Responsible Agency: HCD

Action 10.I

Mortgage Credit Certificate Program. Continue to coordinate the Mortgage Credit Certificate Program to help low and moderate income first-time home buyers achieve home ownership.

Target: Ongoing

Responsible Agency: HCD

Action 10.J

Resale Controls on Owner-Occupied BMR Units. Implement resale controls on owner-occupied Below Market Rate (BMR) units to insure that affordable units provided through public assistance or public action are retained for 30 years or more as affordable housing stock.

Target: Ongoing

Responsible Agency: Planning Division; HCD

Action 10.K

Rent and Income Restrictions on Rental BMR Units. Implement rent and income restrictions on rental Below Market Rate (BMR) units to insure that affordable units provided through public assistance or public action are retained for 30 years or more as affordable housing stock.

Target: Ongoing

Responsible Agency: Planning Division; HCD



Action 10.L

Community Development Block Grant Program (CDBG). Continue to support agencies that provide services to Gilroy households, especially to households with special needs, through the Community Development Block Grant Program.

Target: Ongoing

Responsible Agency: HCD

Action 10.M

Shared Housing Programs. Continue to support shared housing programs operated by non-profit agencies.

Target: Ongoing

Responsible Agency: HCD

11 *Special Needs*

Action 11.A

Homeless Shelter Siting Policy. Work with representatives from homeless service providers, the community, and City officials to identify potential sites and operational criteria for a year-round shelter facility for homeless individuals and families, in keeping with the goals and policies of the General Plan. Based on the approved Homeless Shelter Siting Policy, revisions will be made to the Zoning Ordinance, as appropriate.

Target: Within 6 months of Plan adoption.

Responsible Agency: Planning Division; HCD

Action 11.B

Accessible Design Incentives Program. Allow a one-for-one density bonus, up to 25% of the number of units otherwise allowed, for developers who provide housing units that meet the accessibility standards of the Americans with Disabilities Act and the California Building Standards Code (Title 24, California Code of Regulations)..

Target: 2% of the units built.

Responsible Agency: Planning Division

*Action 11.C*

Farmworker Housing. Encourage and support provisions for the special needs of migrant farmworkers and their families. Work with the County to expand and/or upgrade the migrant housing camp to maximize the use of the facilities for emergency shelter on a year- round basis.

Target: Upgrade/expand camp within 5 years of Plan adoption; other support ongoing.

Responsible Agency: Planning Division; HCD



Quantified Objectives (revised 8/99)

State law requires the Housing Element to include quantified objectives for the maximum number of units that can be rehabilitated, conserved, or constructed. The quantified objectives below are expected to be met through Housing Element programs. Estimates are based on past program performance, construction trends, land availability, and future program funding assumptions.

Figure 5-1. Summary of Quantified Objectives, 1988 - 2001

Number of Units to be Conserved

a) All Below Market Rate (BMR) units preserved under development agreements (existing and future units anticipated):	601
b) Housing units subject to City's Code Enforcement Program	ALL
c) Mobile home units subject to City's Mobile Home Rent Control Ordinance	369

Number of Units to be Rehabilitated or Replaced

Rehabilitation Loan Program	125/year
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Total Number of Units Possible

ABAG 1988-1999 Total Housing Need:	5145
Units Built or Under Construction, 1988-1999:	2995
Additional Units Approved, 1999-2001:	1005

Very Low Income Units Possible

ABAG 1988-1999 Very Low Income Housing Need:	1132
Units Built or Under Construction, 1988-1999:	180
Additional Units Approved, 1999-2001:	75

Low Income Units Possible

ABAG 1988-1999 Low Income Housing Need:	823
Units Built or Under Construction, 1988-1999:	378
Additional Units Approved, 1999-2001:	147

Moderate Income Units Possible

ABAG 1988-1999 Moderate Income Housing Need:	1080
Units Built or Under Construction, 1988-1999:	397
Additional Units Approved, 1999-2001:	392

Above Moderate Income Units Possible

ABAG 1988-1999 Above Moderate Income Housing Need:	2110
Units Built or Under Construction, 1988-1999:	2040
Additional Units Approved, 1999-2001:	391

A discussion of these objectives is included in the Housing section of the General Plan Background Report.

Transportation and Circulation



Introduction

This chapter of the General Plan sets forth the City's goals, policies and implementing programs for Transportation and Circulation, including:

- Traffic Circulation and Parking
- Transit
- Bicycle and Pedestrian Circulation



**Circulation Plan Map
and the
Bicycle Transportation
Plan Map**

Action 12.A
Functional Street and Highway
Improvements
Actions 12.C and 12.D
Local and Collector Street Design in
Residential Neighborhoods

Actions 12.C and 12.D
Local and Collector Street Design in
Residential Neighborhoods

Action 6.B
Scenic Highway Development
Standards
Action 1.1
Community Beautification

Goals and Policies

12 *Traffic Circulation and Parking*

GOAL: (a) A functional and balanced transportation system that provides access for all, is compatible with existing and proposed land uses, and minimizes emissions of air pollutants; (b) A coordinated multi-modal system that accommodates private motor vehicles, pedestrians, bicycles and mass transit.

Policy 12.01

Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system.

Policy 12.02

System Function and Neighborhood Protection. Ensure that the existing and proposed highways, streets, bikeways and pedestrian paths serve the functions they are intended to serve, while protecting the character of residential neighborhoods.

Policy 12.03

Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods.

Policy 12.04

Scenic Routes. Preserve the scenic character and ecology of the hillsides to the west of the City when designing circulation facilities. Any roadways that must pass through hillside areas will be designed so as to preserve the ecological and scenic character of the hillsides, and high quality vistas from scenic routes in the Planning Area will be preserved.

Policy 12.05

Uvas Creek Bridge Service. New development will not be permitted southwest of Uvas Creek unless such development provides adequate bridge service.



Circulation Plan Map

Policy 12.06

Expressway Access. Limit driveway intersections on Santa Teresa Boulevard and Hecker Pass Highway to maximize safety and traffic-carrying capacity, and to maintain the high-speed inter-city character of these expressway routes. Street intersections shall be minimal, with an average spacing of one-half mile between intersections.

Policy 12.07

Commercial Driveways. To minimize traffic conflicts, keep commercial driveways to a minimum, located so as to prevent conflicts at intersections and with other driveways.

Policy 12.08

Standard Level of Service (LOS). Maintain traffic conditions at LOS C or better at Gilroy intersections and roadways, allowing some commercial and industrial areas (as specified on the 'Level of Service D Areas' Map, page 6-11) to operate at LOS D or better. Exceptions to this standard will be allowed only where the City Council determines that the improvements needed to maintain the City's standard level of service at specific locations are infeasible.

Policy 12.09

LOS and Air Quality. Maintain the City's Standard Level of Service whenever feasible to minimize traffic congestion and thereby minimize exposure to carbon monoxide, since vehicles generate less air pollutant emissions at higher speed.

Policy 12.10

Land Use and Congestion. Promote land use planning that helps to reduce automobile trips, thereby reducing congestion and helping to achieve air quality goals. In particular, strive for a balance of jobs and housing in future development to provide Gilroy residents the opportunity to work within Gilroy, and reduce long distance commuting both to and from Gilroy. The jobs-housing balance must strive for parity in the total number of jobs to the total number of housing units, as well as in the salary ranges of jobs compared to the costs of housing prices and rents.

Action 1.A

Zoning Ordinance

'Level of Service D Areas' Map

Action 12.A

Functional Street and Highway Improvements

Action 12.A

Functional Street and Highway Improvements

Land Use Plan Map

Action 1.C

Neighborhood Districts Implementation Strategy

Action 13.B

Transit Oriented Development



Action 12.F

Parking Standards

Action 12.F

Parking Standards

Action 12.G

Downtown Parking District

Action 1.C

Neighborhood Districts Implementation Strategy

Action 13.B

Transit Oriented Development

Action 13.A

Park and Ride Land Set-asides

Action 1.C

Neighborhood Districts Implementation Strategy

Action 13.B

Transit Oriented Development
Downtown

Action 13.C

Interagency Cooperation for
Transit Services

Policy 12.11

On-site Parking. Ensure adequate on-site parking in new developments to meet the needs of residents, employees, and patrons, in keeping with the requirements of the City's Zoning Ordinance. For residents and businesses in the Downtown area, parking requirements should be determined in accordance with the provisions of the City's Downtown Parking Ordinance.

Policy 12.12

Shared Parking. Encourage shared parking facilities where uses on the same or adjoining sites have parking requirements at different times of the day or week.

13

Transit

GOAL: Local and regional public transit systems that are responsive to the changing needs of Gilroy area residents.

Policy 13.01

Transit and Development. Plan new residential and commercial development to fully accommodate, enhance, and facilitate public transit, including pedestrian and bicycle access to transit.

Policy 13.02

Park and Ride Lots. Designate specific areas for Park and Ride lots, with supporting commercial and transit activities.

Policy 13.03

Transit-Oriented Development. Encourage higher density residential and mixed use developments in close proximity to transit services, especially in the vicinity of the Downtown Caltrain station and multi-modal transit center.

Policy 13.04

Regional Transit Services. Support regional transit operations that serve the Gilroy area through coordination of planning efforts and development policies that promote transit use.



14

Bicycle and Pedestrian Circulation

GOAL: Bicycling and walking as significant transportation modes, promoting personal health and recreational enjoyment while minimizing energy consumption and environmental degradation.

Policy 14.01

Non-Auto Modes of Travel. Emphasize non-auto travel modes of transportation as a key strategy for achieving air quality goals. For example, encourage bicycle riding to school from an early age by providing safer bikeways between residential areas and schools and encourage the schools to provide secured bike racks and/or lockers.

Policy 14.02

Land Use Planning to Promote Walking and Biking. Promote compact, mixed use development patterns that encourage pedestrian and bicycle travel and transit use. For example, providing commercial services such as day care centers, restaurants, banks and stores near employment centers can reduce auto trips by promoting pedestrian travel. Providing neighborhood commercial and park uses within residential developments can reduce short auto trips by making pedestrian and bicycle trips feasible. Support implementation of the Neighborhood Districts, infill development, and mixed use development in the Downtown for their potential air quality benefits, as well as their other community benefits.

Policy 14.03

Bicycle and Pedestrian Paths and Facilities. Correct deficiencies, expand existing facilities, and provide for the design of safer, convenient and attractive bicycle and pedestrian facilities whenever possible. Proposed roadways will be planned to accommodate bicycle traffic in accordance with the bikeway designations set forth in the City's Bicycle Transportation Plan. Similarly, greenbelts, linear parks, public easements and drainages reserved in public open space will be planned to accommodate bike and pedestrian traffic if they are so designated in the Bicycle Transportation Plan.

Actions 14.A thru 14.J Bicycle and Pedestrian Circulation

Action 1.C Neighborhood District Implementation Strategy

Action 9.B Infill Development Incentives

Action 9.C Mixed Use Zoning and Incentives

Action 14.B Bicycle Transportation Plan

Action 14.E Easements for Pedestrian and Bicycle Access

Action 14.J Bikeway Planning and Design Criteria



Action 14.B

Bicycle Transportation Plan

Action 14.C

Bridge Crossings

Action 14.G

Roadway Design

Action 14.B

Bicycle Transportation Plan

Action 14.D

Bike Parking and Storage

Action 12.H

Traffic Impact Fee

Policy 14.04

Crossings. Design street crossings to provide for the safety needs of bicyclists and pedestrians. River and other crossings by bridges will be designed to accommodate bike lanes or paths in accordance with the designations set forth in the Bicycle Transportation Plan. Bridges for the exclusive use of pedestrians and bicycles should be considered whenever barriers exist which impede convenient and safe access.

Policy 14.05

Private Development of Bike and Pedestrian Facilities. Involve private development in providing bikeways, pedestrian pathways, and support facilities when such facilities pass through or about a development site.

Policy 14.06

Traffic Impact Fee for Bikeway Improvements. Use the comprehensive traffic impact fee to finance General Plan bikeway improvements in conjunction with roadway improvements.



Implementing Actions

12 *Traffic Circulation and Parking*

Action 12.A

Functional Street and Highway Improvements. Adopt the functional street and highway improvements indicated in the General Plan Map to facilitate maintenance of the City's Standard Level of Service. The major circulation improvements are listed in the General Plan appendices.

Action 12.B

Future Alignment Planning. Plan and reserve proposed expressway, arterial, collector street and bicycle path alignments in advance of development in areas in which increased traffic will be generated. Development will be set back along the entire right-of-way (ROW) with sufficient width to accommodate anticipated future traffic requirements.

Action 12.C

Local Street Design in Residential Neighborhoods. Encourage residential street designs that discourage high speed and high volume through-traffic, while providing for roadway connections between adjacent residential subdivisions and multiple points of access to nearby collectors and arterials. Residential street designs should include sidewalks as part of an interconnected pedestrian circulation system (with the exception of hillside areas) and curbside planting strips for street trees (with the exception of cul-de-sacs and private streets). In accordance with actions recommended by the Bay Area Air Quality Management District, consider including these and other traffic calming strategies in the City's capital improvement program.

Action 12.D

Collector Street Design in Residential Neighborhoods. Design Collector Streets in new residential areas to ensure an even distribution of traffic, to maintain the City's Standard Level of Service, and to protect and enhance the quality of the residential area.



Action 12.E

Access for Public Safety Vehicles. Require dual access on all streets serving 26 or more dwelling units to facilitate access by public safety vehicles.

Action 12.F

Parking Standards. Ensure the provision of adequate on-site parking in new development in accordance with the parking standards in the Zoning Ordinance.

Action 12.G

Downtown Parking District. Use the Downtown Specific Plan process to address parking coordination and design issues in the Downtown, and update the City's Downtown Parking Ordinance as necessary to ensure adequate parking facilities while maintaining the area's pedestrian orientation.

Action 12.H

Traffic Impact Fee. Establish a comprehensive traffic impact fee for new development to be used to finance General Plan roadway improvements.

Action 12.I

County Coordination. Work with Santa Clara County to adopt official plan lines for all circulation facilities designated on the General Plan map that are within the jurisdiction of the County.

Action 12.J

Signal Timing. In accordance with the recommendations of the Bay Area Air Quality Management District in the 2000 Clean Air Plan, continue and consider expanding local signal timing programs.

13 Transit

Action 13.A

Park and Ride Land Set-asides. Reserve land in the vicinity of the Monterey/Buena Vista intersection, Monterey/Masten-Fitzgerald intersection, and/or other suitable sites for potential park and ride lots to support ride-sharing and commuter bus service.



Action 13.B

Transit Oriented Development Downtown. Use the Downtown Specific Plan process to identify sites for potential Transit Oriented Development near the Downtown Caltrain station, and to identify strategies for encouraging such development.

Action 13.C

Interagency Cooperation for Transit Services. Work with the County of Santa Clara transit planning effort to plan for new rail and/or other express services to northern Santa Clara County and the rest of the Bay Area.

Action 13.D

Signal Preemption for Buses. In accordance with the recommendations of the Bay Area Air Quality Management District in the 2000 Clean Air Plan, consider signal pre-emption for buses on arterial streets with a high volume of bus traffic.

14 *Bicycle and Pedestrian Circulation*

Action 14.A

Trail and Pathway Implementation. Work with the County in implementing trails and bike paths planned locally as part of the County-wide network in the County Trails and Pathways Master Plan. New development along designated trail or bikeway corridors should be required to dedicate land and construct the designated facility.

Action 14.B

Bicycle Transportation Plan. The City should implement the comprehensive City Bicycle Transportation Plan. Developers shall be responsible for implementing planned bike paths/lanes within and along the frontage of their parcels.

Action 14.C

Bridge Crossings. Work with Caltrans and the Santa Clara Valley Water District to provide bike and pedestrian bridge crossings across the South Valley Freeway and drainage channels.



Action 14.D

Bike Parking and Storage. Work with the Valley Transportation Authority (VTA) to develop standards for providing bike racks and lockers at major transit stops, and encourage safe and adequate facilities for storing and locking bicycles at trip destinations such as business and employment centers, recreation areas, and major public facilities. New public institutions, shopping centers, industrial centers, apartments and condominiums should provide bicycle parking as well as automobile parking.

Action 14.E

Easements for Pedestrian and Bicycle Access. Encourage street patterns that provide direct access between neighborhoods for autos, pedestrians, and bicycles. Where access is not provided through the design of the street system, require developers to provide easements for pedestrian and bicycle access (e.g., between cul-de-sacs). Designate and design easements to ensure clear sight lines into and through the easement from adjacent roadways; to minimize maintenance requirements; and to address other security and adjacency issues. Easements should be provided at the ends of cul-de-sacs and other locations where they do not directly abut private property.

Action 14.F

Road Surfacing. Strive to maintain and improve the quality of the surface of the right-hand portion of existing roads as well as the travel lanes so that they are suitable for bicycle travel, regardless of whether or not bikeways are designated.

Action 14.G

Roadway Design. Encourage the design of all future roads, bridges and facilities in residential and commercial areas to accommodate bicycle and pedestrian travel.

Action 14.H

On-Street Parking. If all other appropriate street modifications are determined to be infeasible, consider removing or restricting existing on-street parking in areas of critical width in order to facilitate traffic flow and accommodate bike lanes.

***Action 14.I***

Bike Paths for Emergency Access. Design bike paths to be wide enough for emergency vehicles where other emergency routes do not exist, located and designed to enhance the personal safety of bicyclists. Use removable bollards or other devices to prevent vehicles other than emergency and maintenance vehicles from using the bike paths.

Action 14.J

Bikeway Planning and Design Criteria. Follow the criteria for bikeways outlined in the California Department of Transportation's publication *Planning and Design Criteria for Bikeways in California*.

Action 14.K

Bicycle and Pedestrian Improvements to Improve Air Quality. Consider implementing the following bicycle-related improvements in accordance with the recommendations of the Bay Area Air Quality Management District in the 2000 Clean Air Plan:

- a) Establish and maintain a bicycle advisory committee.
- b) Designate a staff person as a Bicycle Program Manager.
- c) Designate a staff person as a Pedestrian Program Manager.
- d) Provide bicycle safety education.

LEVEL OF SERVICE D AREAS

- COLLECTOR
- ARTERIAL
- EXPRESSWAY
- FREEWAY
- GRADE SEPARATION
- ROADWAYS AT LOS D
- YEAR 2020 BOUNDRY



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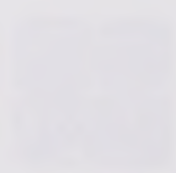


**Gilroy 2020
General Plan**

HIGGINS ASSOCIATES



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2020
General Plan
1000

CIRCULATION PLAN MAP

COLLECTOR
ARTERIAL
EXPRESSWAY
FREEWAY
GRADE SEPARATION
ALL VOLUMES SHOWN ARE IN THOUSANDS (000)

GRAPHIC SCALE
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(IN FEET)



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**Gilroy 2020
General Plan**

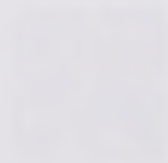
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BICYCLE TRANSPORTATION PLAN MAP

CLASS 1-PATH ---
CLASS 2-LANE ---
CLASS 3-ROUTE ---
BICYCLE INTERCHANGE ○
PUBLIC BIKE LOCKERS *
TRANSIT CENTER

NOTE: WHEN BIKE LANES AND PATHS ARE BOTH ON THE SAME ROAD SECTION, NO LANE IS NECESSARY ON THE SIDE OF THE ROAD WHICH HAS THE PATH.

GRAPHIC SCALE
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**Gilroy 2020
General Plan**

HIGGINS ASSOCIATES







Public Facilities and Services



Introduction

This chapter of the General Plan sets forth the City's goals, policies and implementing actions for Public Facilities and Services, including:

- Civic and Community Facilities and Programs
- Parks and Recreation
- Educational Facilities
- Public Safety Services (fire and police; emergency services)
- Infrastructure (water supply; sewer; storm drain; utilities; lighting)



Goals and Policies

15 *Civic and Community Facilities*

GOAL: Adequate, varied and high quality public facilities and programs to meet residents' current and future needs and contribute to a high quality of life.

Action 15.A

Capital Improvement Program

Policy 15.01

Public Facilities and Development. Develop a system of public facilities that will:

- a) Support and encourage infill development and a contiguous pattern of land use, and discourage premature development or over-development in the absence of necessary municipal improvements;
- b) Minimize adverse impacts on the environment, and adverse fiscal, economic and social impacts on the community;
- c) Protect the health, safety and general welfare of Gilroy's residents by providing a level of service consistent with the needs of individual neighborhoods and the community as a whole.

Policy 15.02

Civic Center. Expand the Civic Center complex as necessary to meet the City's long-term work space needs, giving priority to expansion efforts that create a stronger link between the civic center area and the Downtown.

Policy 15.03

Public Library. Work with the Joint Powers Authority of the Santa Clara County Library system to expand the Gilroy Public Library as an important component of the City's Civic Center complex and an essential ingredient for meeting residents' long-term literacy and information access needs. As part of this effort, establish a Library Impact Fund so that new residential, commercial, and industrial developments contribute accordingly to the cumulative need for expansion and improvement of Library facilities.

Policy 15.04

Partnering. Seek opportunities to partner or form joint ventures with commercial and nonprofit organizations to facilitate the development of community facilities, programs and services.

Action 15.B

Civic Center Master Plan

Action 15.C

Library Expansion Plan



Annual City Budget Process

Land Use Plan Map

Action 1.A

Zoning Ordinance

Action 16.A

Implementation and Action Plan
of the Parks and Recreation
System Master Plan

Action 1.A

Zoning Ordinance

Action 1.C

Neighborhood Districts Implemen-
tation Strategy

Action 1.J

Design Review

Policy 15.05

Volunteerism. Continue to encourage volunteerism as a means of meeting community needs and promoting civic responsibility.

Policy 15.06

Service Delivery. Provide adequate staffing and program support to maintain high quality service to residents at all community facilities.

16**Parks and Recreation**

GOAL: A comprehensive and coordinated system of convenient, efficient, and high-quality park and recreation facilities and programs to meet the current and future needs of Gilroy residents, integrating important natural features and contributing to the City's identity and livability.

System Standards**Policy 16.01**

Park Land Standard. Maintain the City's established standard of 5 acres of developed park land per thousand population.

- a) This standard includes mini-parks, neighborhood/school parks, community and community/school parks, sports parks, trails/linear parkways, and special use facilities (see *Park and Recreation Classification System*, page 7-7).
- b) Park preserves and limited active recreation use areas are valued at 5 percent of their total acreage toward meeting this standard.
- c) Golf courses non-accessible open spaces, and private recreational facilities are not included in this standard. School lands are not included unless there is a long-term lease agreement for their use as City recreational facilities.

Policy 16.02

Land Dedication or Fees. Require developers of new residential subdivisions to dedicate land for development of recreation facilities, which may include cultural facilities, to serve the subdivision, neighborhood, and community. At the City's discretion, the developer may pay fees in lieu of dedication to assist in land acquisition and facility development in other locations.



Action 16.A

Implementation and Action Plan
of the Parks and Recreation
System Master Plan

Action 16.A

Implementation and Action Plan
of the Parks and Recreation
System Master Plan

Action 16.E

Master Plan Review and Update

Action 16.B

Trails Master Plan

Action 14.A

Trail and Pathway Implementation

Action 14.E

Easements for Pedestrian and
Bicycle Access

Action 16.A

Implementation and Action Plan
of the Parks and Recreation
System Master Plan

**Existing and Identified
Future Parks Map**

Action 16.A

Implementation and Action Plan
of the Parks and Recreation
System Master Plan

Policy 16.03

Cultural Facilities and Programs as Part of the Park and Recreation System. Recognizing the cultural and artistic aspirations of all individuals in Gilroy, include cultural facilities and programs, as set forth in the *Gilroy Cultural Plan* (1997) and the *Cultural Facilities Needs Analysis* (1998), as part of the Parks and Recreation System.

Policy 16.04

Parks and Recreation System Master Plan. Develop and regularly update a *Parks and Recreation System Master Plan* to guide the planning, design and implementation of a citywide system of parks and recreation facilities and programs, including cultural and other special use facilities, in keeping with the goals and policies of the General Plan. The Parks and Recreation System Master Plan should be reviewed and updated every 5 years, in coordination with the General Plan when feasible.

Policy 16.05

Trails Master Plan. Develop a *Trails Master Plan* to guide the planning, design and implementation of a citywide trail network. The Plan should indicate specific trail alignments and opportunities, identify private and public property with trails potential, and set forth acquisition/easement priorities. To support implementation of the *Trails Master Plan*, encourage incentive points for on-site trails dedication or contribution to off-site trails as part of the RDO process.

Facility and Program Access

Policy 16.06

Facility Distribution. Distribute parks and recreation facilities geographically throughout the community. A neighborhood park or park facility with similar features shall be provided within walking distance of all residents, as defined in Parks and Recreation Classification System on page 7-9 and 7-10. "Walking distance" is defined as a distance of 0.5 miles (translating into a one-way travel time of approximately 15 minutes by foot).

Policy 16.07

Facility Design. Ensure that parks, recreational facilities, and special use facilities are planned, designed and implemented in accordance with the policies set forth in the *City of Gilroy Parks and Recreation System Master Plan*.



ongoing implementation
by City staff

Policy 16.08

Staffing. As programs and facilities expand, hire and train adequate staff to maintain the high level of service expected by the community. Recreation staff shall have the necessary skills to meet the needs of Gilroy's diverse population.

Policy 16.09

Physical Access. Ensure that all facilities and parks comply with State and Federal accessibility codes and standards, such as those established by the Americans with Disabilities Act (ADA), and California Building Standards Code (Title 24, California Code of Regulations).

Policy 16.10

Social Access. Provide recreation facilities and programs that are responsive and accessible to the diverse cultures and age groups that comprise the Gilroy community.

Policy 16.11

Financial Access. Continue partial subsidies of some recreation programs depending on the user group and facility type. User fees shall be charged for use of some facilities and participation in many recreation programs, but fee rates shall be reasonable so that most residents are not excluded for financial reasons. Scholarships shall be available for residents who cannot participate in recreation programs due to financial hardship.

Policy 16.12

Pathway Network and Facility Connections. Create a linked network of bicycle and pedestrian pathways to connect the City's parks, park preserves, and community facilities, coordinated with the County Trails Master Plan to provide linkages to State and County facilities. The network system shall consist of linear parkways and off-road trails when feasible, interconnected with the citywide bike path and route system set forth in the *Bicycle Transportation Plan* and *Trails Master Plan* documents. System design shall conform to the policies and standards set forth in the *Bicycle Transportation Plan*, *Trails Master Plan* and the *Parks and Recreation System Master Plan*. See also Policy 14.03

Action 16.A

Implementation and Action Plan
of the *Parks and Recreation
System Master Plan*

Action 1.J

Design Review

Action 16.A

Implementation and Action Plan
of the *Parks and Recreation
System Master Plan*

*Annual City Budget Process and
ongoing implementation by City
staff*

Action 16.B

Trails Master Plan

Action 14.A

Trail and Pathway Implementation

Action 14.B

Bicycle Transportation Plan

Action 14.E

Easements for Pedestrian and
Bicycle Access



**Existing and Identified
Future Parks Map**

Action I.J

Design Review

Action 16.A

Implementation and Action Plan
of the *Parks and Recreation
System Master Plan*

Action 16.A

Implementation and Action Plan
of the *Parks and Recreation
System Master Plan*

Policy 16.13

Gated Residential Developments. Locate public parks and recreation facilities near but not within privately gated residential developments unless public access and use of the facilities is unrestricted. Private recreation facilities will be encouraged in gated neighborhoods through the development review process. Park development impact fees will be assessed on privately gated developments even if private recreation facilities are provided to address cumulative neighborhood and community recreation needs.

New or Expanded Facilities

Policy 16.14

Facility Priorities. In addition to updates and completion of existing parks and facilities, initiate the following new facilities by the year 2020. (These are *not* listed in priority order; implementation will be guided by the "Implementation and Action Plan set forth in the Parks and Recreation System Master Plan.")

- Aquatics facility
- Indoor recreation and sports facility
- Performing and visual arts facility
- Expanded trails system
- New community and neighborhood parks in areas not currently served by parks
- Downtown park, plaza, or town square that is integral to the functions of Downtown.
- Expansion of Uvas Creek Park Preserve, extending from Burchell Road in the Hecker Pass area downstream to Highway 101 and Gavilan College, via the Gilroy Sports Park.

Some of these facilities may be developed in partnership with other agencies and organizations.

Policy 16.15

Youth Center. Continue to support programs and improved facilities at the Gilroy Youth Center, giving priority to physical improvements at the Youth Center during the first 5-year action plan of the *Parks and Recreation System Master Plan*.

**Policy 16.16**

Senior Center. In accordance with the policies and implementation program of the *Parks and Recreation System Master Plan*, expand the Senior Center to meet the recreation, health, social and supportive program needs of Gilroy's growing senior population.

Action 16.A

Implementation and Action Plan of the *Parks and Recreation System Master Plan*

Policy 16.17

Temporary Facilities. When needed recreation and cultural arts programs cannot be expanded or provided due to fully impacted existing facilities, the City should consider temporary rental or lease of spaces. This should occur only when:

Action 16.A

Implementation and Action Plan of the *Parks and Recreation System Master Plan*

- a) There is consistently a waiting list or other demonstrated need for programs that cannot be met with existing facilities.
- b) Temporary or permanent use of space cannot be found through joint use agreements with GUSD and/or Gavilan College.
- c) Available rental space can safely and adequately accommodate the impacted program(s).
- d) The temporary arrangement will not adversely impact the City's financial ability to provide recreation programs and facilities.

Partnerships**Policy 16.18**

Youth Partnerships. Actively encourage partnerships with community groups that can assist with outreach to youth populations, including the Mexican American Community Services Agency (MACSA), Gilroy Policy Activities League (GPAL), Gilroy Unified School District (GUSD), Neighborhood Accountability Board, Mothers Against Gangs, and other groups.

Action 16.C

Friends of Gilroy Recreation Foundation
as well as ongoing implementation by City staff

Policy 16.19

Gilroy Unified School District Partnership. Continue and enhance the model partnership agreement between the City and GUSD. Areas for further consideration include shared maintenance and development of facilities for community recreational use at existing and future school sites.

Action 17.A

Interagency Meetings with Educational Organizations



Action 17.A

Interagency Meetings with
Educational Organizations

*ongoing implementation by City
staff*

Action 16.C

Friends of Gilroy Recreation
Foundation
*as well as ongoing implementation
by City staff*

Action 16.C

Friends of Gilroy Recreation
Foundation
*as well as ongoing implementation
by City staff*

Policy 16.20

Gavilan College Partnership. Consider expansion of the partnership between the City and Gavilan College to allow for greater community use of college facilities.

Policy 16.21

Partnerships with Local and Regional Public Agencies. Consider expanded partnerships with local and regional public agencies that can assist in providing recreational facilities and programs, including Santa Clara County Parks, California State Parks, Santa Clara Valley Water District, Santa Clara County Open Space Authority, and the Gilroy Police Department.

Policy 16.22

Partnerships with Nonprofit Organizations. Continue partnerships with nonprofit organizations that can assist in:

- a) Providing recreation programs
- b) Reaching populations that could benefit from but do not regularly participate in recreation programs
- c) Fundraising for facilities and program development
- d) Operating special use facilities

Policy 16.23

Private Sector Services and Partnerships. Recognizing that some recreation services are best provided by the private sector, consider public/private partnerships where such partnerships are beneficial to the community. Examples of potential partnerships include:

- a) Concessions and leases of public facilities to private organizations.
- b) Leasing of private facilities for the operation of City programs.
- c) Private donations and sponsorship of public facilities and programs.
- d) Contract maintenance services.



Parks and Recreation Definition and Facility Classification System

Park and recreation facilities and programs include the following: park facilities; historic and cultural facilities; visual and performing arts facilities; and recreation, leisure, educational, and artistic programs.

Mini-Park; 1 acre or smaller

Mini-parks, due to their size, are of limited recreational value. However, they can have a visual value by providing a green space in the urban landscape. If seating is included, mini-parks can also be a social gathering place, particularly in areas of high activity or population density.

Neighborhood Park; 3 to 10 acres

Neighborhood parks are the basic unit of the park system and serve as the traditional urban recreational and social focus of the neighborhood. Neighborhood parks should serve as extensions of the residential fabric, allowing for recreational and social activities that cannot be accommodated in residential yards due to size or density limitations. They should be designed for both active and passive recreation activities tailored to the specific needs of the neighborhood, and should address the needs of all age groups and physical abilities. Park design should create a "sense of place" that enhances neighborhood and community identity. Park features that would create a community-wide "destination" should not be included in a neighborhood park. Restrooms, off-street parking, and lit recreation facilities would generally not be considered for neighborhood parks because they encourage park use by those beyond the intended service area. However, such facilities may be considered if specific park program needs dictate.

Neighborhood/School Park; 2 to 10 acres

The neighborhood/school park is similar in size and function to a neighborhood park, but is located immediately adjacent to a school. Some of the recreational functions can be combined with the school site, such as hard courts, sports fields, and play areas, to maximize efficient use of resources. As part of the park master planning process, scheduling and use allocations need to be determined, to minimize scheduling conflicts between school and neighborhood use of facilities, and to coordinate operations issues such as maintenance.

Community Park; 20 acre minimum

Community parks focus on meeting the recreational needs of the community-at-large. They allow for group activities and other recreational pursuits that are not recommended at neighborhood parks. While community parks also often meet the needs of neighborhoods, frequently community parks are "destination" parks with special facilities, such as lit sports fields, amphitheaters, gymnasiums, etc. that serve the entire community. Restrooms, off-street parking, night lighting of facilities and other active recreation facilities are typical park elements that encourage higher levels of public use and longer user-days when compared to neighborhood parks. In addition, community parks may have unique landscape features that enhance community identity.

continued on next page



Parks and Recreation Definition and Facility Classification System

continued from previous page

Community/School Park; 20 acre minimum

The community/school park is similar in size and function to a community park, but is located immediately adjacent to a school. Some of the recreational functions can be combined with the school site, such as hard courts, sports fields, play areas and off-street parking, to maximize efficient use of resources. As part of the park master planning process, scheduling and use allocations need to be determined, to minimize scheduling conflicts between school and community use of facilities, and to coordinate operations issues such as maintenance.

Park Preserve; no minimum or maximum size; depends on resource to be preserved

The primary purpose of the park preserve is to protect unique natural resources while providing for compatible, limited public recreation use. Passive recreational uses, such as hiking, nature appreciation, picnicking, etc., that are not in conflict with the intended resource protection are encouraged. Natural resource open space areas that are not intended to allow for compatible public recreation use would not qualify as a park preserve and would not be included in the park land classification system.

Trails/Linear Parkways; no minimum or maximum length

Trails should be grade-separated for pedestrian and/or bicycle use. Some trails may be appropriate for equestrian use, although equestrian use of City parks is not currently allowed. Trails should connect various areas of the City, as well as parks and park preserves. Trails may serve as part of a regional trail network. They should connect to the City's on-street bicycle route system for recreational use as well as providing a means of alternative transportation. City trails should be coordinated with the County Trails Master Plan. A citywide Bicycle Transportation Plan should be maintained that serves as a 20-year master plan for both the on-street bicycle route system and the Class I off-street bicycle trail system. Walking trails within a park or park preserve would not be classified separately as a trail/linear parkway, except that major connecting trails in parks and park preserves would include trail route identification and would be included in total City trail mile calculations.

Sports Park; 20 acre minimum

Sports Parks focus on active recreational facilities, especially for organized sports. Consolidation of multiple sports fields at one location allows for efficiencies of maintenance and scheduling. With a focus on active sports, sports parks do not have all of the amenities of community parks.

Special Use Facility; depends on facility

Special use facilities meet citywide recreational needs and are not necessarily located in parks. Special use facilities generally meet a specific recreation or cultural function and do not fall into one of the other classification categories. Multipurpose uses should be encouraged, provided that additional uses do not conflict with the intended special use.



17

Educational Facilities

GOAL: Coordination between new residential development and the development of new educational facilities; educational excellence in support of community and economic development; and enhancement of the role of schools as a community resource.

Policy 17.01

Educational Values. Ensure that the policies and actions of the City in relation to educational facilities and community development help to reinforce educational values as expressed in the Gilroy Unified School District Mission Statement.

Policy 17.02

New Residential Development. Control the timing and location of new residential development in a way that allows the Gilroy Unified School District to plan and finance facilities in an orderly fashion.

Policy 17.03

Development Approvals and School Capacity. Verify the remaining capacity in local schools as part of the review process for residential subdivisions, with adequate school capacity being a condition for development approval. When capacity is limited, coordinate development approvals with the scheduling of capital funds for school expansion and/or improvements.

Policy 17.04

Land Dedication or Fees. Require developers of new residential subdivisions to dedicate land and/or pay fees (at the discretion of the City and School District) to offset the costs of providing new elementary and secondary schools resulting from their developments.

Policy 17.05

Inter-Agency Cooperation. Maintain and enhance a spirit of maximum cooperation between the City of Gilroy, Gilroy Unified School District, Gavilan College, Santa Clara County, and other educational organizations. Hold regular joint meetings to coordinate long-range planning, discuss development decision making, and address issues of common concern.

Action 17.A

Interagency Meetings with Educational Organizations

Action 17.B

Development Review and Approval Process

Action 17.B

Development Review and Approval Process

Action 17.B

Development Review and Approval Process

Action 17.A

Interagency Meetings with Educational Organizations



Action 17.C

School Siting

Action 1.C

Neighborhood Districts Implemen-
tation Strategy

Action 17.C

School Siting

Action 17.C

School Siting

Action 17.A

Interagency Meetings with
Educational Organizations

Action 23.C

Energy Efficiency Standards

Policy 17.06

School Sites. Coordinate and provide high quality school sites (based on size, location, and terrain) to optimize educational goals. In areas of new residential development, ensure that sites are identified and dedicated as a condition of development approval, incorporated as part of the Neighborhood District planning process whenever feasible. Site location considerations include adjacency to planned open space corridors, neighborhood park sites, and bike and pedestrian pathways.

Policy 17.07

Schools and Transportation. Coordinate the siting and design of new school facilities with the transportation network and street hierarchy to ensure (1) the safety of pedestrians and children at play, especially young children; (2) minimal traffic impacts on adjacent residential areas; (3) access to transit, where feasible; and (4) convenient and safe routes of travel for school buses entering and leaving the school site.

Policy 17.08

Joint Use Facilities. Encourage shared use and/or joint development of school facilities and programs in coordination with other community facility and program needs, to minimize capital costs and/or operational and maintenance costs. Examples of joint use facility opportunities include shared park/schoolyard areas; shared athletic/recreational facilities; shared cultural and performing arts facilities; use of school facilities for community events or adult education programs; and joint development of environmental education and community garden programs.

Policy 17.2

Conservation in School Facility Design. Utilize passive solar features and other energy conservation measures to the maximum extent feasible in the design of school facilities. Landscaping should utilize native and other climatically appropriate plant species to conserve water and minimize ongoing maintenance requirements.

See also South County Joint Area Plan policies 4.00 through 4.18.

Public Safety

GOAL: Public health and safety through (1) the provision of high quality police, fire, and emergency-response services that respond to community needs and issues; (2) education programs that raise community awareness about public safety issues; and (3) preventive programs that involve residents in deterring crime, reducing fire hazards, and addressing other threats to public health and safety.

Police and Fire**Policy 18.01**

Standards of Service. Continue to provide and maintain police and fire services that are adequate in manpower, equipment, and resources to respond to localized emergencies and calls for service within the City. The departments' current levels of service should be maintained or improved as the City continues to grow, with average emergency response times for police services of approximately 4.5 minutes and average emergency response times for fire services of less than 5.0 minutes.

Policy 18.02

Public Education. Encourage a pro-active approach to crime and fire prevention by providing education programs that raise community awareness and promote citizen involvement in crime and hazard prevention activities.

See also policies regarding fire hazards reduction and abatement in Chapter 8.

Emergency Services**Policy 18.03**

Emergency Services Facilities. Ensure that facilities designated as local command control centers for emergency/disaster services are designed to withstand a "maximum probable seismic event" and remain operational. Secondary facilities should be identified and equipped as back up.

Policy 18.04

Hazard Awareness and Prevention. Promote hazard awareness and prevention through community education programs.

Action 18.A

Level of Service Monitoring

Action 18.B

Public Facility Impact Fees

Action 18.C

Capital Improvement Program

Action 18.E

Public Information and Education Programs

Action 18.C

Capital Improvement Program

Action 18.E

Public Information and Education Programs



Action 18.D

"Mutual Aid Agreements"
ongoing implementation by City
staff

Action 25.A

Hazard Maps

Action 25.B

Building Codes

Action 25.C

Building Inspection

Action 25.D

Unreinforced Masonry Buildings

Action 12.E

Access for Public Safety Vehicles

Action 19.B

Water Agency Coordination

Action 19.C

Water Master Plan

Policy 18.05

Emergency Response and Preparedness. Continue to provide essential emergency public services during natural catastrophes. Promote emergency preparedness through staff training and planning in cooperation with other public agencies and appropriate public interest organizations.

Policy 18.06

High Occupancy Structures. Ensure that high-occupancy structures (such as schools, hospitals, office buildings, and apartments) and critical emergency facilities (such as fire and police stations, emergency relief facilities, and water storage facilities) are not located in areas of high seismic risk. Additionally, ensure that such structures are designed to protect human life to the highest degree possible during a "maximum probable event" of seismic activity, and that they have emergency plans approved by the City.

Policy 18.07

Access for Emergency Vehicles. Ensure adequate access for emergency vehicles and equipment, providing a second means of ingress and egress in all development.

19 *Infrastructure*

GOAL: Infrastructure systems that meet residents' needs; conserve resources; protect the environment; and protect public health and safety.

Water Supply

Policy 19.01

Resource Limits. Work with the Santa Clara Valley Water District to ensure that water demand created by new development does not exceed the groundwater supply that can be economically and legally withdrawn from the aquifer on a sustained basis. Restrict groundwater pumping to rates that will not impair groundwater quality or create other environmental damage, such as subsidence.

Policy 19.02

Location of Development. Locate new development in the areas that are most easily supplied by Gilroy's current water system.

See also South County Joint Area Plan policies 7.00 through 7.09.



Sewer

Policy 19.03

Sewer, Treatment, and Disposal Capacities. Provide and maintain adequate sewers, wastewater treatment, and treated water disposal capacities to meet the needs of future growth (residential, industrial, and other).

Action 19.D

Long Term Wastewater Management Plan

Policy 19.04

Timing and Location of Development. Manage the timing and location of new development according to the ability of the sewer system and treatment plant to accommodate the effluent generated by the proposed development. Ensure that adequate sewer and treatment capacity is funded and in place prior to occupation of new buildings.

Action 19.D

Long Term Wastewater Management Plan

Policy 19.05

Wastewater Treatment. Provide state-of-the-art treatment and disposal facilities to protect groundwater and other natural resources from contamination and to minimize unpleasant odors. Locate and operate facilities in a manner that minimizes unpleasant odors.

Action 19.D

Long Term Wastewater Management Plan

Policy 19.06

Sewer Connections. Require that new development connect to the City's principal wastewater treatment plant. Require pre-treatment of wastes if necessary, and continue to discourage the development of package treatment plants (see glossary).

Action 19.D

Long Term Wastewater Management Plan

Policy 19.07

Lift Stations. Minimize and eliminate where feasible the need for lift stations (see glossary). New sewer lines should be planned and coordinated to minimize crossings and lift stations across Uvas Creek in advance of development west of the creek.

Action 19.D

Long Term Wastewater Management Plan

Policy 19.08

Areas of Future Development. In areas where future development is expected to be served by sewers, large lot policies (that allow minimal development and limited numbers of septic systems) should be continued. This approach increases the feasibility of designing future urban density subdivisions with smaller lots, which are more efficient for sewers in terms of service and cost.

Action 2.D

Interagency Coordination for Growth Management

See also South County Joint Area Plan policies 6.00 through 6.04.



Action 19.E

Storm Drain Master Plan

ongoing implementation by City staff

Action 19.F

Utilities Undergrounding Program

Action 19.G

Lighting Standards

Action 19.G

Lighting Standards

Storm Drains

Policy 19.09

Storm Drain System. Provide and maintain a system of storm drains to protect areas of development from localized flooding.

Utilities

Policy 19.10

Provision of Utilities. Work with public, quasi-public and private utility providers to ensure adequate levels of service to City residents.

Policy 19.11

Undergrounding. Encourage the undergrounding of utilities in older areas, especially when an area is undergoing extensive redevelopment or significant construction. Continue to require the undergrounding of utilities in areas of new development.

Policy 19.12

New Technologies. Support the implementation of new telecommunication technologies (such as high-volume voice/data lines), recognizing the potential for attracting new businesses, reducing vehicle trips (through telecommuting), and meeting the changing communication needs of City residents.

Lighting

Policy 19.13

Outdoor Lighting. Provide appropriate lighting on sidewalks and pathways to protect public safety.

Policy 19.14

Outdoor Lighting Energy Efficiency. Select outdoor lamps and light fixtures to provide energy efficiency as well as effective lighting. Preference should be given to newer types of light sources such as Low Pressure Sodium, High Pressure Sodium, or Metal Halide lamps that can provide more "lumens per watt" as well as a longer lamp life. Lighting controls (such as timers or photo-sensors) should be used when possible to turn lights off when they are not needed.

**Policy 19.15**

Glare and "Light Pollution." Require that light sources and fixtures be selected, designed, and located to minimize glare and limit light pollution (including "light trespass" and "uplighting"). "Light trespass" is light emitted by a lamp or lighting installation that falls outside the boundaries of the property intended for illumination. "Uplighting" is light that is unnecessarily thrown into the night sky. Such excess lighting can effect adjacent residents, passing drivers or pedestrians, the natural environment, and astronomical observations. Encourage the use of light fixtures that minimize glare and light pollution, specifically using hoods and shields to direct the light beam onto the area intended for illumination.

Action 19.G

Lighting Standards



Implementing Actions

15 *Civic and Community Facilities*

Action 15.A

Capital Improvement Program. Utilize the Capital Improvement Program as the vehicle for prioritizing facility improvements, based on facility master plans and in light of the City's financial resources and commitments.

Action 15.B

Civic Center Master Plan. Update the Civic Center Master Plan to reflect projected facility needs through the year 2020, in keeping with the projections, goals, and policies of the General Plan.

Action 15.C

Library Expansion Plan and Impact Fund. Work with the Joint Powers Authority of the Santa Clara County Library system to develop, agree to, and fund an expansion plan for the Gilroy Public Library to meet the short- and long-term library needs of Gilroy residents. To help defray the costs of Library expansion and improvements needed to meet the community's growing needs and maintain approved levels of library service, establish a Library Impact Fund and require that each new residential, commercial and industrial development contribute to the fund accordingly.

16 *Parks and Recreation*

Action 16.A

Implementation and Action Plan of the *Parks and Recreation System Master Plan*. Use the Implementation and Action Plan set forth in the *Parks and Recreation System Master Plan* to establish citywide parks and recreation priorities and resource allocation decisions.

**Action 16.B**

Trails Master Plan. Establish specific trail alignments and acquisition targets based on a Gilroy Trails Master Plan and the Bicycle Transportation Plan.

Action 16.C

“Friends of Gilroy Recreation” Foundation. Work with the private sector and existing organizations to establish a nonprofit foundation to develop and support Gilroy’s parks and recreation facilities and programs.

Action 16.D

Other Financing Methods. Explore other financing methods to support implementation of parks and recreation facility improvements and ongoing maintenance, including grants, joint use, private donations, corporate sponsorships, endowments, in-kind services, user fees, bonding and establishment of special districts.

Action 16.E

Master Plan Review and Update. Review and update the *Parks and Recreation System Master Plan* a minimum of once every 5 years. When feasible, this review shall be coordinated with review of the General Plan. The Master Plan review shall include the following:

- a) Evaluate progress in implementing recommended projects.
- b) Verify accuracy of population and land use projections.
- c) Adjust capital projects funding based on identified additional funding sources and unforeseen opportunities.
- d) Review user needs at all parks and facilities and provide appropriate responses through specific facility or park master plan revisions.

Review and adjust operations and maintenance budgets including cost recovery goals.



17 Educational Facilities

Action 17.A

Interagency Meetings with Educational Organizations. Continue to meet with representatives from the Gilroy Unified School District, Gavilan College, Santa Clara County, and other educational organizations as necessary to achieve the goals and policies of the General Plan.

Action 17.B

Development Review and Approval Process. Continue to include school facility impacts in the review of development proposals, ensuring adequate school facility capacity as a condition for development approval.

Action 17.C

School Siting. Work with the Gilroy Unified School District, Gavilan College, and other appropriate agencies to identify and designate appropriate and adequate sites for future educational facilities, in keeping with the goals and policies of the General Plan. To the extent feasible, continue to encourage the development of City parks and recreation facilities adjacent to school sites.

Action 17.D

Neighborhood Districts Implementation. Include representatives from the Gilroy Unified School District in discussions regarding implementation of new Neighborhood Districts to ensure the successful integration of new school facilities as a visual and functional focal point in new neighborhoods.

18 Public Safety

Action 18.A

Level of Service Monitoring. Monitor the emergency response times of police and fire services to ensure that adequate levels of service are being maintained, in accordance with General Plan Policy 18.01, *Standards of Service*.

Action 18.B

Public Facility Impact Fees. Update the Impact Fee Schedule on a regular basis to ensure that public safety facilities and services required by new development are paid for by those developments.



Action 18.C

Capital Improvement Program. Give priority to the capital improvements required to maintain the established standards of service for police and fire services and ensure an acceptable level of safety throughout the community.

Action 18.D

“Mutual Aid Agreements.” Maintain the City’s mutual aid agreements with the County and surrounding cities to ensure adequate response to large-scale emergencies and multiple, simultaneous incidents that might exceed the capabilities of local resources.

Action 18.E

Public Information and Education Programs. Continue to provide public information and education programs to promote safety awareness, hazard prevention, and emergency preparedness.

19 Infrastructure

Action 19.A

Infrastructure Impact Fees. Require developers to pay fees to offset the costs of expanding the water supply system, sewer system and wastewater treatment plant to accommodate their development. These fees will be paid on a proportional basis in relation to the capacity demanded, and will reflect the total fees for improvements.

Action 19.B

Water Agency Coordination. Work closely with the Santa Clara Valley Water District and other relevant jurisdictions to monitor and control development in light of the resource limits posed by the Llagas subbasin groundwater supply.

Action 19.C

Water Master Plan. Regularly update the City’s Water Master Plan to reflect current conditions and projections and to achieve the goals and policies set forth in the General Plan. Use the Water Master Plan to guide service expansion and improvements, and as the basis for establishing impact fees for water supply.



Action 19.D

Long Term Wastewater Management Plan. Work with the South County Regional Wastewater Authority to regularly update its Long Term Wastewater Management Plan to reflect current conditions and projections and to achieve the goals and policies set forth in the General Plan. Use the Long Term Wastewater Management Plan to guide service expansion and improvements, and as the basis for establishing associated impact fees.

Action 19.E

Storm Drain Master Plan. Regularly update the City's Storm Drain Master Plan to reflect current conditions and projections and to achieve the goals and policies set forth in the General Plan. Use the Storm Drain Master Plan to guide facility expansion and improvements, and as the basis for establishing impact fees for storm drain facilities.

Action 19.F

Utilities Undergrounding Program. Continue the City's program to place utility lines underground.

Action 19.G

Lighting Standards. Review and update the City's Lighting Standards to ensure appropriate lighting controls as part of the City's development review and approval process. Include guidelines for selection of outdoor lamps and fixtures to achieve energy efficiency goals and protect against glare and light pollution.



A Note on the Public Facility Maps

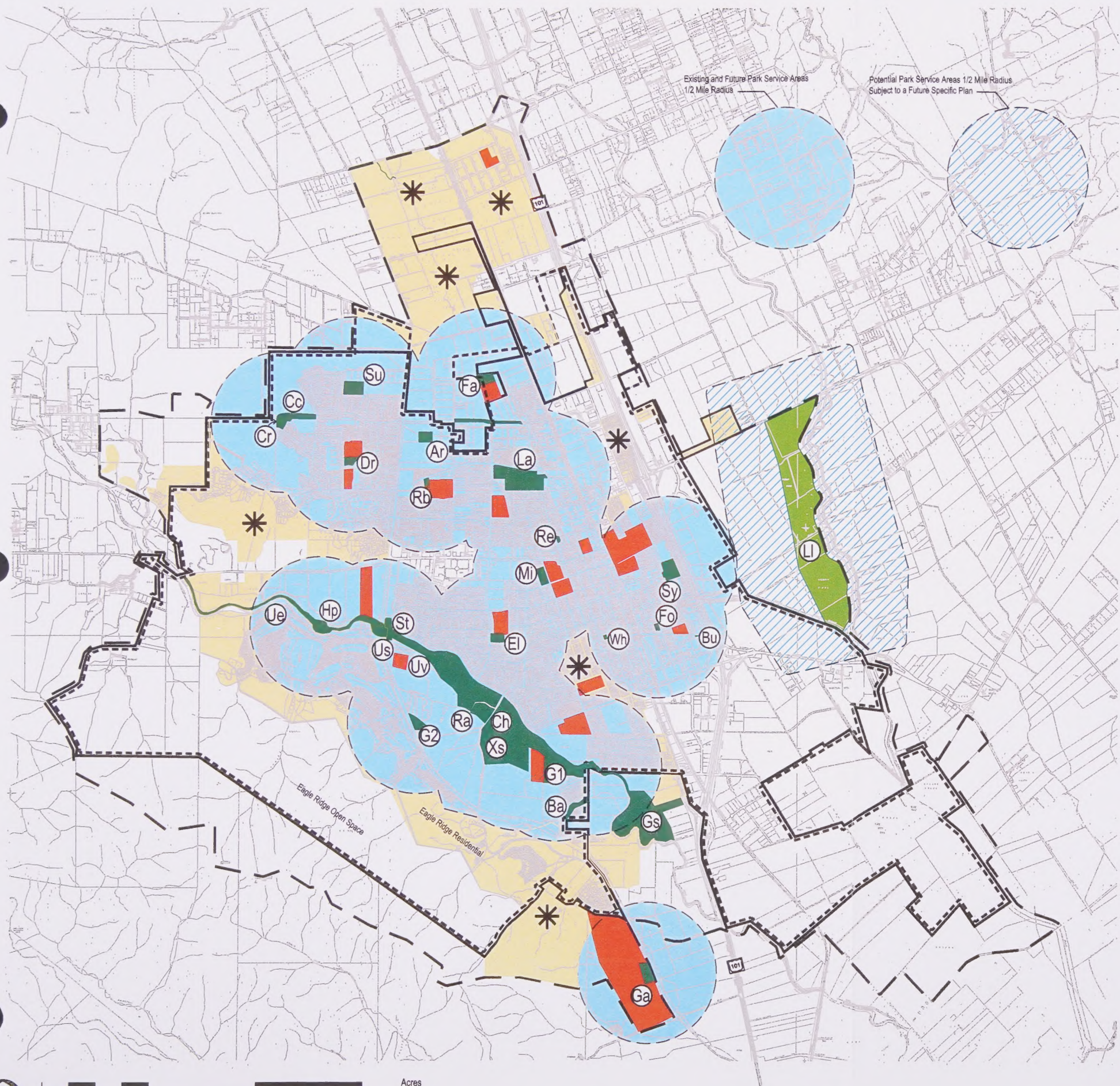
The maps on the following two pages have been reproduced from the Draft *City of Gilroy Parks and Recreation System Master Plan* (April 2, 1999).

“Geographical Park Service Needs” (page 63 of the *Parks and Recreation Master Plan*) presents:

- Existing and Identified Future Parks
- Existing and Identified Future Schools

“Gilroy Trails Conceptual Master Plan” (page 73 of the *Parks and Recreation Master Plan*) presents the Draft Trails Master Plan Map.

An 11” x 17” version of both maps is available in the Parks and Recreation System Master Plan document, available at City Hall.



Geographical Park Service Needs

LEGEND

- COMMUNITY PARKS
 - Ch Christmas Hill Park
 - Ra Christmas Hill Park: Ranch Site Addition
 - La Las Animas Park
- NEIGHBORHOOD PARKS
 - Mi Miller Park
 - Sy San Ysidro Park
- NEIGHBORHOOD/ SCHOOL PARKS
 - Dr Del Rey Park
 - El El Roble Park
 - Rb Rainbow Park
- SPORTS PARKS
 - Ga Gavilan Sports Park
- PARK PRESERVES
 - Babbs Creek
 - Ba Park Preserve Uvas Creek
 - Uv Park Preserve Carriage Hills Channel
 - Cc Park Preserve
- FUTURE PARK PRESERVES
 - Ue Uvas Creek Park PreserveExtension
- FUTURE PARKS
 - Cr Carriage Hills
 - Xs Christmas Hill Park: Hillside Addition
 - Fa Farrell Ave
 - Hp Hecker Pass
 - Gs Community Park Gilroy
 - G1 Sports Park
 - G2 Glen Loma Future Park 1
 - G2 Glen Loma Future Park 2
 - Ar Los Arroyos Park
 - St Santa Teresa and Third
 - Su Sunrise Park
 - Us Uvas Staging Area
- MINI PARKS
 - Bu Butcher Park
 - Fo Forest St. Park
 - Re Renz Park
 - Wh Wheeler Tot Lot
- FUTURE PARKS/ PARK PRESERVES (Subject to Future Area Specific Plan)
 - LI Llagas Linear Park Area
- Existing and Planned
 - Unservd Residential
- Existing and Future Schools
 - Target Areas for Potential Future Parks
- City Limits
- 20 Year Expansion
- Urban Service Boundary



Base Information Courtesy Higgins Associates, Inc.

City of Gilroy
Parks & Recreation System
Master Plan
Bellinger Foster Steinmetz
Landscape Architecture
PH 831.646.1383 FX 831.373.8653 EW go@bfsla.com
Project # 02.070 Date: January, 2003

Gilroy Trails Conceptual Master Plan

Proposed Trail Routes

LEGEND

- Bay Area Ridge Trail Route
- Other Regional, Sub-Regional, and Connector Trails
- Local Trails

Existing Trails Are Represented By A Solid Line
Proposed Trails Are Represented By A Dashed Line
Some trail segments may be developed as on-street bicycle lanes due to right-of-way limitations.
See the City of Gilroy Proposed Bikeways Plan for more detail.

Other Regional Trail Routes

- Juan Bautista de Anza National Historic Trail:
Northern Recreation Retracement Route
Southern Recreation Retracement Route
Monterey-Yosemite State Trail
Benito-Clara Trail (Scenic Road Partial)
Bay Area Ridge Trail Route:
Mt. Madonna/ Coyote Lake
(Scenic Road Partial)

Sub-Regional Trail Routes

- S5 Coyote Creek/ Llagas Creek Trail
(Scenic Road Partial)
S6 West Valley Trail (Scenic Road Partial)

Connector Trail Routes

- C29 Ferguson Road Trail (Scenic Road)
C30 Hecker Pass Trail (Scenic Road)
C31 Buena Vista/ Day Trail
C32 West Branch Llagas Creek Trail

Local Trail Routes

- L-1 Day Trail/ Santa Teresa Connection to West Valley/ Hecker Pass Trail
L-2 Northwest Quad Connection to West Valley Trail
L-3 Santa Teresa Trail Connection to Christmas Hill Park
L-4 Babbs Creek Connection to Santa Teresa Trail
L-5 Eagle Ridge Trail Connection Between Santa Teresa & Mount Madonna/ Coyote Lake Trail
L-6 Connection Between Gavilan College/ Santa Teresa & Mount Madonna/ Coyote Lake Trail
L-7 East Side Connection Between Uvas Creek & Llagas Creek
L-8 Miller Slough Trail
L-9 Eagle Ridge Loop Trail
L-10 Glen Loma Ranch Trails
L-11 Local Drainage Corridor Trail

GS Parks: See Geographic Park Service Needs Map For Parks Legend

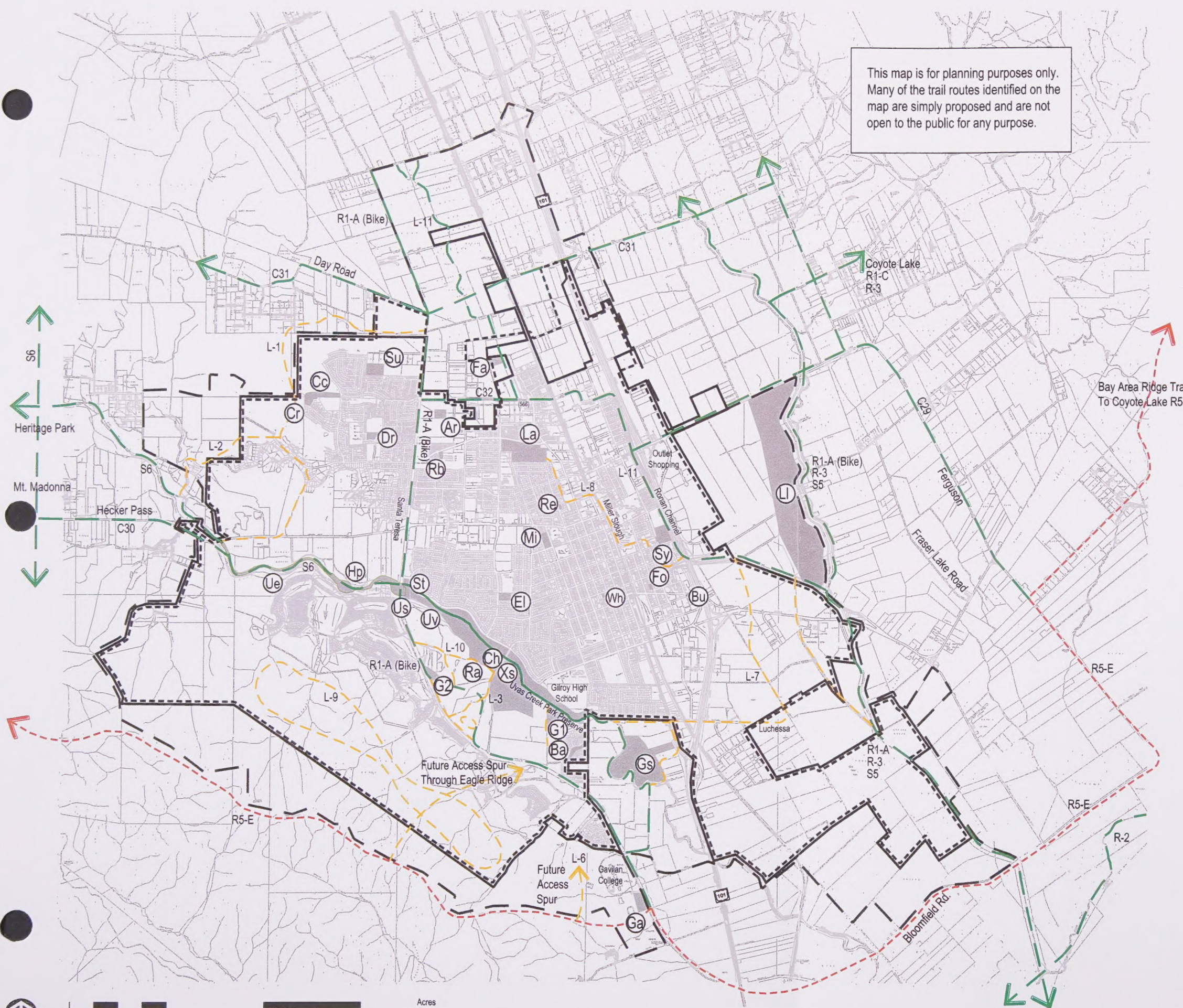
- City Boundary
- 20 Year Expansion
- Urban Service Limit

City of Gilroy Parks & Recreation System Master Plan

Bellinger Foster Steinmetz
Landscape Architecture

PH 831.646.1383 FX 831.373.8653 EM go@bfsta.com
Project # 02.070 Date: January, 2003

This map is for planning purposes only. Many of the trail routes identified on the map are simply proposed and are not open to the public for any purpose.



Base Information Courtesy Higgins Associates, Inc.

Community Resources and Potential Hazards



Introduction

This chapter of the General Plan sets forth the City's goals, policies and implementing actions for Community Resources and Potential Hazards, including:

- Open Space and Habitat Areas
- Air Quality
- Water Quality
- Natural Resource Conservation (water, energy, and mineral resources)
- Waste Management and Recycling
- Natural Hazards (seismic, soils and geology, fire, flooding)
- Noise
- Hazardous Materials



Goals and Policies

20

Open Space and Habitat Areas

GOAL: Preservation, protection, and maintenance of Gilroy's natural open space resources (including creeks, meadows, hills, woodlands, and vistas) for their watershed protection, habitat preservation, recreation, and aesthetic value, ensuring that they retain their natural qualities and beauty in perpetuity.

Policy 20.01

Open Space Areas. Preserve and protect the following open space areas:

- a) Natural resource and wildlife habitat areas, such as the Uvas Creek and Llagas Creek riparian communities; the heavily vegetated portions of the Santa Cruz mountains; steep hillsides and significant hillside features (such as serpentinite barrens); and natural features of high community value (e.g., the stands of trees along Miller Avenue and cedar trees bordering Hecker Pass).
- b) Hazardous areas, such as fault zones, areas subject to strong groundshaking during earthquakes, and floodways.
- c) Lands around reservoirs.
- d) Lands which provide greenbelts for the South County cities.
- e) Recreational lands, including community, neighborhood, and linear parks; expanded linear parks along Uvas and Llagas Creek; and the Gilroy Municipal Golf Course.

Policy 20.02

Creek Protection. Protect the ecological, aesthetic and recreational value of the creeks that flow through the Gilroy Planning Area from urban encroachment and degradation. Ensure that new development preserves the function of natural drainages, including small canyons and seasonal creeks. The easements and setbacks adjacent to these creeks shall be maintained in open space. Access to creeks should be of sufficient width to accommodate trails, flood control access, and protection of riparian habitat.

Actions 20.A thru 20.J
Open Space and Habitat Areas

Action 20.B
Creek Protection

**Policy 20.03**

Plant and Wildlife Habitats. Preserve important plant and wildlife habitats, including riparian communities, heavily vegetated hillside areas, unique hillside ecosystems (e.g., serpentinite barrens), creeks, and sensitive nesting sites. Loss of these habitats should be fully offset through creation of habitat of equal value, with the compensation rate for habitat creation determined by a qualified biologist.

Policy 20.04

Rare and Endangered Species. Limit development in areas that support the California Tiger Salamander and other rare or endangered species. If development of these areas must occur, any loss of habitat should be fully compensated onsite. If off-site mitigation is necessary, it should occur within the Gilroy Planning Area whenever possible, and must be accompanied by plans and a monitoring program prepared by a qualified biologist.

Policy 20.05

Greenbelts. Designate protected open space areas in conjunction with agricultural lands to create significant natural buffers, or "greenbelts," between Gilroy and surrounding communities, helping to retain the city's semi-rural, small town quality. Land uses within a greenbelt should be determined by joint planning activities of the South County cities and the County, but might include very low density residential development; public parks and recreation areas; privately operated recreation areas; and agriculture. Of special concern is the area separating the northern part of the Gilroy Planning Area from the community of San Martin. If an adequate greenbelt cannot be established in the area north of Masten and Fitzgerald Roads, then the Gilroy General Plan Land Use Map should be amended to include a greenbelt strip in the northern part of the Planning Area.

Policy 20.06

Open Space Access and Management. Manage and maintain public open space areas and encourage the management and maintenance of private open space areas in a manner that ensures habitat protection, provides for public access, addresses public safety concerns, and meets low-impact recreation needs.

Action 20.C

Habitat Protection Ordinance

Action 20.D

Consultation on Fish and Wildlife Impacts

Action 20.C

Habitat Protection Ordinance

Action 20.D

Consultation on Fish and Wildlife Impacts

Action 20.E

Greenbelt Definition and Protection

Action 20.F

Gilroy-San Martin Greenbelt

Action 20.G

Open Space Access

Action 20.H

Open Space Management



Action 20.I

Open Space Preservation Tools

Action 20.J

Santa Clara County Open Space
District

Policy 20.07

Preservation Techniques. Develop and apply a variety of preservation tools to protect open space in and around the City. These might include:

- a) Public acquisition
- b) Land use regulation
- c) Planning and urban development policies
- d) Economic incentives to landowners
- e) Open space easements
- f) Transfer of development rights
- g) Planned cluster development
- h) Assessment districts
- i) Dedication of additional lands upon development

In the selection and application of preservation methods, emphasis should be given, in no particular order, to (1) minimizing public costs and liability exposure; (2) consideration of long-term management and maintenance issues; (3) consideration of public access issues; and (4) ensuring preservation in perpetuity.

Policy 20.08

Open Space Areas and the Parks and Recreation System. Open space areas have important community value, but may have limited or no recreational value due to public safety and access issues. While preservation of these lands should be strongly encouraged, they should not be dedicated as part of the City's Parks and Recreation System, due to long-term management and liability issues, unless a recreational value can be demonstrated consistent with the Parks and Recreation Facility Classification System (page 7-9). Participation in the Santa Clara County Open Space Authority, and dedication of these open space lands to the Authority or other public agencies, should be further explored as a means of ensuring long-term preservation and management of non-recreational open space.

Land owners who prefer not to dedicate open space land to a public agency are encouraged to consider land dedication to a private land trust such as the Land Trust for Santa Clara County.

Policy 20.09

Preservation in Perpetuity. When open space easements, dedications or other land preservation measures are required as a condition of project approval, ensure that dedicated lands are preserved in perpetuity.

Action 20.I

Open Space Preservation Tools

Action 20.J

Santa Clara County Open Space
District

Action 20.I

Open Space Preservation Tools

**Policy 20.10**

Regional Preservation Efforts. Support and participate in regional open space preservation programs and efforts to (a) establish policies and implementation plans for greenbelts between the South County cities; and (b) to identify and help establish a viable source of funding for acquiring and developing regional parks, pathways, and open space.

Action 20.E

Greenbelt Definition and Protection

Action 20.I

Open Space Preservation Tools

Action 20.J

Santa Clara County Open Space District

21**Air Quality**

GOAL: Achievement of federal and state air quality standards by managing locally generated pollutants, coordinating with other jurisdictions, and implementing land use and transportation measures to reduce automobile trips and congestion, encouraging more walking, biking, and transit use.

Policy 21.01

“Sensitive Receptors.” Use land use planning and project siting to separate air pollution sources (such as freeways, arterials, industrial sites, etc.) from residential areas and other “sensitive receptors” (such as schools, hospital, and nursing homes) that would be adversely affected by close proximity to air pollutants.

Land Use Plan Map**Policy 21.02**

Landscaping to Reduce Pollutants. Promote the use of trees and plants in landscaping to reduce air pollutant levels.

Action 21.A

Air Quality Mitigation

Action 1.I

Community Beautification

Policy 21.03

Trip Reduction and Congestion Management. Reduce the frequency and length of automobile trips and the amount of traffic congestion by controlling urban sprawl, promoting infill development, and encouraging higher density development with access to public transit. Also, promote mixed use developments that locate support services such as day care, restaurants, banks, and stores within walking distance of employment centers, and neighborhood-serving uses such as parks, day care, small-scale stores, and cafes within walking distance of residential developments.

Action 21.A

Air Quality Mitigation

see also Chapter 6, Transportation and Circulation

Policy 21.04

Regional Collaboration. Cooperate with the Bay Area Air Quality Management District and other agencies that deal with issues related to air quality (e.g., the Metropolitan Transportation Commission and the Association of Bay Area Govern-

Ongoing implementation by City staff



Action 21.C

Emission Reductions for
Construction-Related Equipment

Action 12.J

Signal Timing

Action 13.D

Signal Preemption for Buses

Action 14.K

Bicycle and Pedestrian

Improvements

Action 21.D

Implementing the Clean Air Plan

Action 22.A

Comprehensive Groundwater
Management Program

Action 22.B

Water Quality Ordinances,
Standards and Enforcement
Procedures

ments) to develop and implement regional air quality strategies. Also, support subregional coordination with other cities, counties and agencies in Santa Clara Valley and adjacent areas to address land use, jobs/housing balance, and transportation planning issues as a means of improving air quality.

Policy 21.05

Air Quality Impacts from Construction Activity. Reduce the air quality impacts associated with construction activity by reducing the exhaust emissions through appropriate mitigation actions.

Policy 21.06

Traffic Control Measures. Implement the Transportation Control Measures recommended by the Bay Area Air Quality Management District in the 2000 Clean Air Plan to reduce pollutant emissions.

22

Water Quality

GOAL: Protection of groundwater in the Llagas subbasin from contamination and a clean and healthy supply of potable water in compliance with State and Federal water quality standards.

Policy 22.01

Inter-Agency Coordination. Maintain close coordination with the agencies and organizations that share jurisdiction and interest relative to South County's water supply and water quality, including: the Regional Water Quality Control Board; Santa Clara Valley Water District; County Health Department; County Executive's Office; County Planning Office; Morgan Hill Planning Department; and the San Martin Planning Committee.

Policy 22.02

Compatible Ordinances, Standards, and Enforcement Procedures. Ensure compatible ordinances, standards, and enforcement procedures regarding water quality in all South County jurisdictions so that there is no advantage for a company to locate in an area with lower standards. Also, encourage the two Regional Water Quality Control Boards that have jurisdiction in South County to agree on compatible water quality standards for South County and consistent approaches to implementing the State Board's non-degradation policy.

**Policy 22.03**

Land Use Controls. Prohibit development of waste facilities, septic systems, and industries using toxic chemicals in areas where polluting substances may come in contact with groundwater, floodwaters, creeks, or reservoir waters. Within the Gilroy Planning Area, identify land uses that may contribute to the degradation of groundwater quality and ensure adequate monitoring, controls and enforcement to protect groundwater quality.

Action 22.A

Comprehensive Groundwater
Management Program

Policy 22.04

Drinking Water Quality. Ensure that City drinking water exceeds the required and recommended standards set forth by the State of California Department of Environmental Protection.

Action 22.C

Water Quality Monitoring Program

Policy 22.05

Water Quality Monitoring. Continue to monitor groundwater and surface water quality conditions to ensure that water quality standards are being maintained and to determine if changes in regulations regarding septic systems and land use are needed. Provide monitoring results to a central agency that will coordinate the data and make it available to all jurisdictions and agencies.

Action 22.C

Water Quality Monitoring Program

Policy 22.06

Private Well Monitoring. Continue to monitor private wells and expand the scope of testing to include tests of more wells, tests on constituents not yet tested in private wells (i.e., volatile organics, bacteriological, radiological, etc.), and periodic retesting of selected private wells.

Action 22.C

Water Quality Monitoring Program

Policy 22.07

Abandoned and Unused Wells. Continue programs to identify and seal abandoned and unused wells, as such wells may be prime sources for transferring contaminants from the upper to the lower aquifer.

Action 22.D

Abandoned and Unused Wells
Program

Policy 22.08

Septic Systems. Continue land use policies that limit the number of individual septic systems in areas vulnerable to groundwater contamination because of the potential for cumulative degradation of water quality.

Action 22.A

Comprehensive Groundwater
Management Program



Action 22.A

Comprehensive Groundwater
Management Program

Action 22.A

Comprehensive Groundwater
Management Program

Action 23.A

Water Reclamation Program

Action 23.B

Water Conservation Education
Program

Action 23.A

Water Reclamation Program

Action 23.B

Water Conservation Education
Program

Action 23.A

Water Reclamation Program

Policy 22.09

High Percolation Soils. Restrict development on properties that have soils with “rapid water percolation” to protect water quality. Commercial and industrial developments in such areas shall only be permitted under the strict safety limitations required by the City’s and/or County’s Hazardous Materials Specialists.

Policy 22.10

Groundwater Recharge Areas. To provide greater protection of the aquifers that supply drinking water to South County, give special consideration to the management of contaminants (e.g., hazardous materials, sanitary effluents) in groundwater recharge areas where no protective aquitard layer exists.

23

Natural Resource Conservation

GOAL: Conservation of natural resources and high levels of environmental quality for current and future generations.

Policy 23.01

Water Conservation and Reclamation. Promote water conservation and encourage the use of reclaimed or recycled water to reduce the overall demand on water resources. Ensure that recycled wastewater is treated in accordance with state and federal standards.

Policy 23.02

Water Reclamation Facilities. Encourage development of water reclamation facilities, where feasible, in order to make reclaimed water available to help meet the growing water needs of the South County region.

Policy 23.03

Drought-Resistant Landscaping. Encourage the use of drought-resistant landscaping and low-flow irrigation systems to help reduce overall demand.

Policy 23.04

Irrigation with Reclaimed Water. Use reclaimed water for landscape irrigation, especially for large water users such as golf courses.

**Policy 23.05**

Energy Conservation. Reduce energy consumption through appropriate building technologies, promotion of non-auto transportation modes, support for greater use of alternative energy sources, and dissemination of public information regarding energy conservation techniques.

Policy 23.06

Mineral Resources. Conserve the mineral resources along Uvas Creek that have been designated by the State Mining and Geology Board as having statewide or regional significance. Protect these resource areas from urban encroachment and premature development that may be incompatible with mining. Undeveloped lands that may be recognized in the future as possessing mineral resources of statewide or regional significance shall also be examined to determine the feasibility of conserving those lands for future mineral extraction.

24

Waste Management and Recycling

GOAL: Cooperation with South Valley Disposal and Recycling, the County and other South County cities to address potential landfill capacity issues; continued implementation of waste-reduction activities; and increased recycling to meet the State-mandated reduction in the City's waste stream.

Policy 24.01

Recycling. Enhance the long-term viability of natural resources and reduce the volume of material sent to solid waste sites by continuing source reduction and recycling programs, encouraging the participation of all residents and businesses.

Policy 24.02

Source Reduction. Reduce the volume of disposed waste by encouraging efforts to decrease consumption; reduce material weight and volume; reuse products and materials; and increase the durability of products and materials.

Policy 24.03

Landfill Siting. As the current Pacheco Pass landfill nears capacity, ensure that a new landfill site is designated to meet the City's medium- to long-term waste disposal needs.

Action 23.C

Energy Efficiency Standards

Action 23.D

Energy Conservation Information

Action 23.E

Alternative Energy Ordinance

Action 23.F

Mineral Resource Area Designations

Action 23.G

Mineral Resource Mining Operations

Action 23.H

Mineral Resource Status Termination

Action 24.A

Source Reduction and Recycling Element

Action 24.A

Source Reduction and Recycling Element

Action 24.B

Landfill Siting Process



25

Natural Hazards

GOAL: (a) Minimal potential for loss of life, injury, damage to property, economic and social dislocation, and unusual public expense due to natural hazards. (b) Development and use controls to protect the public from the risk of flood damage and to minimize hazards posed by fire, seismic activity, geologic instability, soil erosion, weak and expansive soils, and potentially hazardous soils materials.

Policy 25.01

Location of Future Development. Permit development only in those areas where potential danger to the health, safety, and welfare of residents can be adequately mitigated to an “acceptable level of risk” (see Policy 25.04). This applies to development in areas subject to flood damage or geological hazard due to their location and/or design. Development should be prohibited in areas where emergency services, including fire protection, cannot be provided.

Policy 25.02

Zoning and Development Regulations. Use zoning and other land use and development controls to regulate development in hazardous areas. Such restrictions should be determined based on the potential degree of hazard involved and the potential public costs that would be incurred in the event of an emergency.

Policy 25.03

Development Review. Require appropriate studies as part of the development review process to assess potential hazards and assure that impacts are adequately mitigated.

Policy 25.04

“Acceptable Risk.” Enact development controls to ensure “an acceptable level of risk” in those areas where life and property are subject to seismic, geologic, and flooding hazards. “Acceptable risk” in this instance describes the level of risk that the majority of citizens will accept without expecting governmental action to provide protection. This definition considers acceptable risk only from the point of view of the public agency; individual concepts of acceptable risk may vary widely. Levels of acceptable risk and damage related to kind of facility and occupancy are presented in Figure 8-1.

Action 25.A

Hazards Maps

Action 25.H

Ordinance Regulating Development
in Very High Fire Hazard Severity
Zones

Action 25.M

Flood Control Ordinance

Action 1.A

Zoning Ordinance

Action 25.A

Hazards Maps

Action 25.A

Hazards Maps

Action 25.B

Building Codes

Action 25.G

Fire Safety Plan Checks

Action 25.B

Building Codes



Figure 8-1. Levels of Acceptable Risk and Damage Related to Kind of Facility and Occupancy

Level of Acceptable Risk	Kinds of Structure	Acceptable Damage
Near Zero	Highly Critical Structures and Occupancies Structures whose continued functioning is critical, or whose failure might be catastrophic: large dams, power/energy systems, plants with explosive, toxic or highly flammable materials. <i>Examples: Anderson Reservoir Dam, electric transmission lines, natural gas transmission lines.</i>	None of which would expose large population to death or serious injury or impair the safety of the facility or disrupt its function.
Extremely Low	Structures Critically Needed After Disaster Structures the use of which is critically needed after a disaster: important utility centers; hospitals; fire, police, and emergency communication facilities; critical transportation facilities, such as bridges and overpasses; and smaller dams. <i>Examples: South Valley Hospital, fire stations, City Hall, Uvas Reservoir Dam, Highways 101 and 152, major railroad crossings, electrical substations, etc.</i>	Minor non-structural; facility should remain operational and/or be susceptible to quick restoration or service.
Low	High Occupancy Structures Structures of high occupancy, or whose use after a disaster would be particularly convenient: schools, churches, theaters, large hotels, and other high-rise buildings housing large numbers of people, other places normally attracting large concentrations of people, civic buildings, secondary utility structures, extremely large commercial enterprises, most roads, alternative or non-critical bridges and overpasses.	No structural damage which would materially impair safety; structures should remain usable; some impairment of function acceptable.
Ordinary	Ordinary Risk Tolerance The vast majority of structures in urban areas, including most commercial, industrial and residential buildings that don't fall into one of the preceding categories.	Buildings should be able to: - resist minor earthquakes without damage; - resist moderate earthquakes without structural damage, but with non-structural damage; - resist major earthquakes, of the intensity and severity of the strongest experienced in California, without collapse, but with some structural as well as non-structural damage.
Moderate to High	Moderate to High Risk Tolerance Open space uses, such as farms, ranches, and parks without high occupancy structures; warehouses with low intensity employment storing non-hazardous materials.	Structures for human occupancy should meet the damage criteria specified for the "ordinary" risk class, except where occupancy is high, which case the "low" risk criteria apply.



Action 25.A
Hazards Maps

Action 25.A
Hazards Maps

Action 25.B
Building Codes

Action 25.B
Building Codes
Action 25.C
Building Inspection

Action 25.E
Soils Reports

ongoing implementation by City
and other agency staff

Seismic

Policy 25.05

Definition of Active Faults. Consider all faults in the area to be active faults, unless and until evidence to the contrary is developed through field investigation.

Policy 25.06

Seismic Hazards Map. Use the Seismic Hazards Map to identify areas of potential seismic risk. Update the map and related data as necessary to reflect the most recent and accurate geologic data, in accordance with the State of California's Seismic Hazards Mapping Act.

Policy 25.07

Development in Seismic Risk Areas. Allow only low intensity, low occupancy development in areas subject to high seismic risk.

Policy 25.08

Structural Standards. Assure that structures for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity in accordance with the Uniform Building Code of the State of California.

Policy 25.09

Site Investigation and Mitigation. Ensure proper site investigation and appropriate mitigation for development proposals in areas of unconsolidated fill, in former streambeds, and in areas subject to seasonal high groundwater tables. Site and building design and engineering must minimize potential damage to an "acceptable level of risk" from hazards posed by liquefaction, differential settlement, and severe ground shaking.

Policy 25.10

Roads, Bridges, and Utility Lines. Ensure that the design and engineering of new roads, bridges and utility lines (public and private) that cross active or potentially active fault traces, streams, or other areas of high seismic risk respond to the potential hazards posed by movement or ground failure along these corridors. Equip water, gas, and electric lines with shut-off devices which utilize the best technology for quick shut-off consistent with providing reliable service. Also, ensure that new water storage tanks are constructed and anchored to prevent toppling and displacement during periods of strong seismic activity.



Soils and Geology

Policy 25.11

Slope Restrictions. Restrict development on steep slopes and on slopes susceptible to landslides and soil creep. Slopes of 10 to 30 percent may be suitable for low intensity, low density development, subject to site-specific review and approval. Slopes greater than 30 percent, areas of high landslide risk, and areas with highly expansive soils on slopes greater than 10 percent are not suitable for development and will remain open space.

Action 25.E

Soils Reports

Action 25.F

Erosion and Deposition Control

Fire

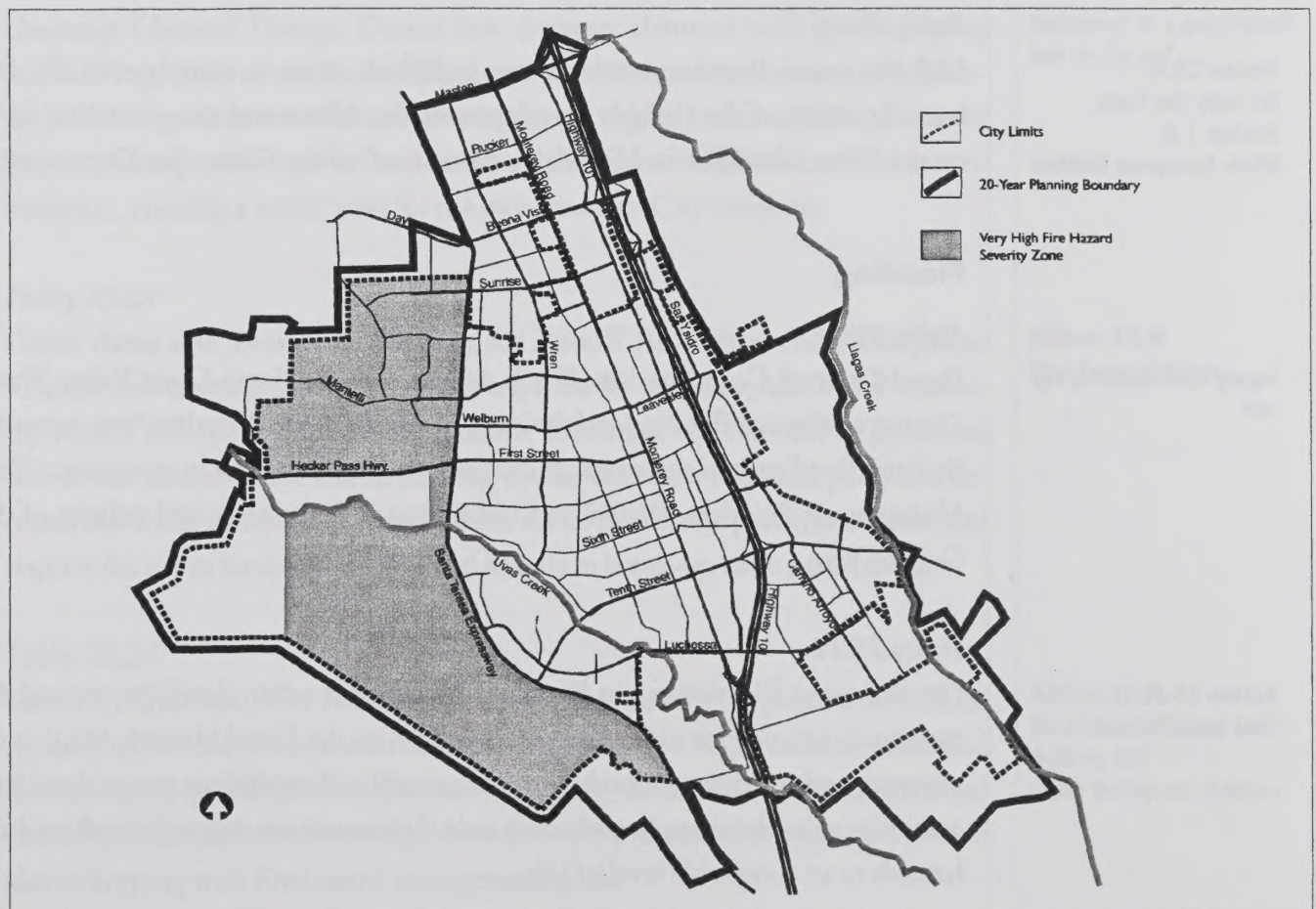
Policy 25.12

Very High Fire Hazard Severity Zone. Restrict development in the Very High Fire Hazard Severity Zone (or "Mutual Threat Zone") as designated by the South Santa Clara County Fire Protection District and illustrated in Figure 8-2.

Action 25.H

Ordinance Regulating Development in Very High Fire Hazard Severity Zones

Figure 8-2. Very High Fire Hazard Severity Zone, or "Mutual Threat Zone"





Action 25.G

Fire Safety Plan Checks

Action 25.I

Fire and Life Safety Inspections

Action 25.J

Fire Hazard Abatement

Action 25.G

Fire Safety Plan Checks

Action 25.I

Fire and Life Safety Inspections

Action 19.C

Water Master Plan

Action 25.G

Fire Safety Plan Checks

Action 1.B

Hillside Development Guidelines

Ongoing implementation by City staff

Action 25.M

Flood Control Ordinance

Policy 25.13

Fire Prevention and Hazard Reduction. Ensure that new and existing construction complies with applicable State and local codes, ordinances and regulations regarding fire and life safety.

Policy 25.14

Roofing Requirements. Require "Class A" roofs on all new construction or re-roofing in the area west of Santa Teresa Boulevard, south of Mantelli Drive, and west of Rancho Hills Drive. In all other areas, "Class C" roofs shall be required for new construction and re-roofing.

Policy 25.15

Water Flows for Fire Suppression. Ensure adequate water flows in all areas of urban development to provide the level of fire suppression necessary for the types of structures and occupancies anticipated. Limit new development to areas where adequate flows for fire suppression are provided, and require improvement measures in existing subdivided areas to where flows are insufficient.

Policy 25.16

Hillside Areas. Require developments in hillside areas to comply with the fire hazard policies of the Hillside Development Guidelines and the criteria set forth on the "Plan Checklist for Hillside Construction" of the Gilroy Fire Department.

Flooding

Policy 25.17

Flood Control Coordination. Work closely with the Santa Clara Valley Water District to alleviate flooding and drainage problems in the Planning Area, ensuring that new flood control measures are designed and implemented in accordance "Best Management Practices (BMPs) and in keeping with the goals and policies of the General Plan.

Policy 25.18

Development Restrictions in Flood Areas. Restrict urban development and expansion in areas prone to flooding (as indicated on the Flood Hazards Map) or on properties where drainage problems or saturated soil conditions create flood hazards. Allow development in such areas only if measures are enacted to reduce these hazards to an acceptable level of risk.

**Land Use Plan Map****Action 25.M**

Flood Control Ordinance

Action 25.M

Flood Control Ordinance

Implemented on a project-specific basis by City staff

Implemented on a project-specific basis by City staff

Action 25.M

Flood Control Ordinance

Action 25.M

Flood Control Ordinance

Action 1.B

Hillside Development Guidelines

Policy 25.19

Floodway Use. Discourage the construction of expensive flood prevention facilities by leaving high-risk floodways in agricultural and recreational uses.

Policy 25.20

Flood Control Costs and Impacts. Minimize the long-term public costs of flood control improvements and mitigate potential adverse environmental impacts. Also ensure that measures to reduce flood damage to individual properties do not increase erosion and/or flood hazards on other properties.

Policy 25.21

Multiple Use of Flood Control Projects. Design flood control measures and drainage channel improvements as part of an overall community improvement program with provision for multiple use, including recreational open space, trails, bikeways, groundwater recharge, protection and restoration of riparian vegetation and wildlife habitats, and enhancement of scenic qualities.

Policy 25.22

Drainage Channel Design. Design new drainage channels with gently sloping and curving banks to maximize safety, ease of maintenance, and natural appearance. To the greatest extent feasible, use riparian vegetation to stabilize the banks and to landscape the channels in a manner that is natural in character and easy to maintain, creating a scenic asset for the enjoyment of City residents.

Policy 25.23

Green Areas and Permeable Surfaces for Runoff Reduction and Absorption. Require new development to include green areas for reducing runoff and increasing runoff absorption capacities. Similarly, encourage the removal of pavement that is not directly serve traffic parking needs; maintain unpaved parkways between sidewalks and streets; encourage the use of permeable paving materials; and require the use of landscaped strips and islands to break-up large paved areas.

Policy 25.24

Flood Control Issues in Hillside Areas. Require new developments in hillside areas to retain and protect areas of native vegetation to help reduce erosion and slow the speed of rainfall runoff, thereby retaining the hillside areas' natural flood control characteristics. Ensure that retention and protection of vegetated areas is also in keeping with fire hazard management goals.



26 Noise

GOAL: Protection of Gilroy residents from exposure to excessive noise and its effects through appropriate mitigation measures and responsive land use planning, especially in regard to noise-sensitive land uses such as schools, hospitals, and housing for seniors.

Policy 26.01

Noise and Land Use. Establish a physical development pattern that is compatible with the noise environment of Gilroy, ensuring that residential neighborhoods and park areas are the quietest areas in the community.

Policy 26.02

Maximum Permissible Noise Levels. Ensure that outdoor and indoor noise levels are within the maximum permitted levels (see Figure 8-3). Prohibit further development in areas where noise levels currently exceed these standards or where such development will cause levels to exceed the permitted maximum.

Policy 26.03

Buffering Standards. Enforce stringent buffering standards to protect residents from freeway, expressway, highway, and industrial noise. Use open land as a buffer between residential areas and highways or industrial areas wherever possible.

Figure 8-3. Permissible Maximum Outdoor and Indoor Noise Levels

Land Use Category	Max. Outdoor L_{DN} (dBA)	Max. Indoor L_{DN} (dBA)
Residential	60 ¹	45
Commercial	65	61
Industrial	76	see note 2

¹ The outdoor sound levels for residential properties shall be measured from a location that is no less than:

- 15 feet outside the rear-most proposed household wall;
- 20 feet outside the front-most proposed household wall;
- 6 feet outside the side-most proposed household wall; and
- 10 feet outside the side-most proposed household wall when adjacent to a street.

² The indoor standards for industrial land uses have been set by the Occupational Safety and Health Administration. The maximum level to be exceeded no more than 10 percent of the time (L_{10}) is 65 dBA while the maximum level to be exceeded no more than 50 percent of the time (L_{50}) is 60 dBA.

Action 26.B

Zoning Ordinance Noise Standards

Action 26.A

Noise Ordinance

Action 26.C

Use of Noise Standards

**Policy 26.04**

Acoustical Design. Consider the acoustical design of projects in the development review process to reduce noise to an acceptable level. Ensure that noise mitigation features are designed and implemented in an aesthetically pleasing and consistent manner.

Action 26.B

Zoning Ordinance Noise Standards

Action 26.D

State Noise Insulation Standards

Policy 26.05

Earth Berms. Require landscaped earth berms as an alternative to soundwalls where feasible to buffer noise along major thoroughfares adjacent to residential areas. Where an earth berm is not feasible, a masonry wall screened with drought tolerant, low maintenance landscaping should be required.

Action 26.C

Noise Ordinance

Policy 26.06

Interagency Coordination. Coordinate with other agencies in the region in noise abatement measures.

Ongoing implementation by City staff

Policy 26.07

Public Input. Provide opportunities for public input on noise issues and publicize the existence of avenues by which citizen noise problems can be measured and mitigated.

Ongoing implementation by City staff

27**Hazardous Materials**

GOAL: Minimal risks associated with the use and handling of hazardous materials and wastes, ensuring compliance with local, state and federal regulations.

Policy 27.01

Hazardous Materials Inspections and Monitoring. Continue to provide inspections and monitoring to ensure compliance with local, state, and federal regulations and to reduce the risks associated with the use and handling of hazardous materials and wastes.

Action 27.B

Hazardous Materials Storage Ordinance

Policy 27.02

Hazardous Waste Reduction. Minimize the potential hazards posed by the storage and transport of hazardous materials and waste by encouraging source reduction, waste minimization, and on-site pretreatment.

Action 27.A

Hazardous Materials Joint Powers Pretreatment Program

Community Resources and Potential Hazards



Action 27.A

Hazardous Materials Joint Powers
Pretreatment Program

Action 27.C

Household Hazardous Waste
Element

Action 27.B

Hazardous Materials Storage
Ordinance

Action 27.E

Hazardous Waste Education
Program

Policy 27.03

Hazardous Materials Transport. Work with the California Department of Transportation, California Highway Patrol, and other South County jurisdictions to monitor the transportation of hazardous materials and wastes, ensuring notification of the City in the event of a leak or spill.

Policy 27.04

Potential Hazardous Soils Conditions. Evaluate new development on sites that may have involved hazardous materials, to ensure there is no public health danger prior to granting development approvals.

Policy 27.05

Hazardous Materials Public Education. Work with other South County jurisdictions and local groups (e.g., Chamber of Commerce, Rotary, etc.) to coordinate and implement public education programs regarding hazardous materials and waste management.



Implementing Actions

20 *Open Space and Habitat Areas*

Action 20.A

Open Space Review Process. Subject all development proposals in open space areas to an environmental review process to determine if the proposed development is compatible with identified natural processes. Do not approve development if it is found to be incompatible with such processes, unless adequate mitigation measures are taken.

Action 20.B

Habitat and Urban Streams/Creek Protection. Require development along creeks to be set back from the entire floodway of the creek. Require development along Uvas Creek and the main branch of Llagas Creek to be set back either the entire area of the floodway or 250 feet on either side of the creek centerline, whichever is greater. (Note: This action could also use a buffer identified as 50 to 100 feet from the top of the bank or edge of the riparian corridor, stretching outward, whichever is greater. Alternatively, setbacks for individual developments can be established through conditions developed during the regulatory permitting process with the trustee or resource agencies. Development of the buffer policy shall also create an exception or variance process for those situations where strict imposition of the standard would be reasonably infeasible.)

Require development along tributary creeks to be set back from the entire designated floodway of the creek. Setbacks required should allow adequate room for trails and access on both sides of the creek. The Santa Clara Valley Water District shall be consulted regarding the determination of creek setbacks and buffers to ensure that they will accommodate the restoration of riparian habitat, trails, flood control access, and the protection of riparian habitat. Determination of actual layout and size of these creekside linear parks is recommended for further study, which could be addressed in the City's Parks and Recreation Master Plan.

Setback land could be dedicated to the City by the subdivider/developer or the City could purchase an easement over the setback area.



In addition, the City shall continue to work with Santa Clara County and the Santa Clara Valley Water District to enhance the Uvas Creek riparian corridor for fish and wildlife, including the removal of arundo, or giant reed, and other invasive exotics and replacement with native riparian species and enhancement efforts to help protect and recover native steelhead populations. Similar protections will be extended to cover Llagas Creek and the tributaries of both Uvas and Llagas Creeks.

Action 20.C

Habitat Protection Ordinance. Comply with State and Federal laws regarding habitat protection to identify and protect areas of biological value, including creeks, native grasslands, oak woodlands, and native riparian communities. The ordinance should include setback requirements, guidelines for impact avoidance and mitigation, standards for compensation of habitat loss (as established by a qualified biologist), and requirements for monitoring and habitat enhancement plans. The ordinance should also strive to eliminate exotic, invasive pest plants in new projects, where feasible and practical, and should promote the use of native plants and non-invasive exotics in landscape plans for new development. The City should also review and revise its Street Tree Ordinance and Landscape Policy to include specific lists and landscape guidelines emphasizing native species for use in special habitat areas (i.e., riparian corridors and hillside areas).

Proposed projects, including City-initiated projects, that may affect jurisdictional wetlands should be required to complete appropriate wetland delineation studies. Future development should avoid substantial adverse impacts on emergent wetland habitats. Unavoidable impacts to these habitats should be mitigated at a 3:1 ratio or as determined in consultation with the appropriate resource agencies. Any developments along Uvas and Llagas Creeks should include an appropriate setback or buffer from the top of the creek bank and planting of native riparian species within disturbed or non-native areas of this buffer. In addition, project-specific biological surveys should be undertaken along natural tributaries to Uvas and Llagas Creeks to determine if setbacks or buffers are warranted for projects along other natural creeks.

Action 20.D

Consultation on Fish and Wildlife Impacts. Continue to notify and consult with the California Department of Fish and Game (CDFG), the Army Corps of Engineers, National Marine Fisheries Service, and the US Fish and Wildlife Service (USFWS) for developments that may impact listed species that are known to or



may potentially occur within the Gilroy Planning Area, including special status plant and wildlife species regulated by CDFG. Standardized or general mitigation measures for specific special status species can be accessed through the appropriate agencies. Prior to construction of a project in areas where special status species may be impacted, the appropriate jurisdiction shall require preparation of a biological assessment to determine the presence or absence of any special status plant or wildlife species. If special status species are known to occur or have the potential to occur, appropriate resource agency contacts shall be made and mitigation developed in consultation with a qualified biologist and the resource agencies. If initial biological assessments for a proposed project determine the presence or potential presence of a state or federally listed species on the site, the project applicant shall consult with the CDFG or USFWS, respectively, for guidance on whether or not the project can avoid impacts to the species. The project shall avoid impacts through re-design wherever possible. If impacts cannot be avoided, the project shall incorporate mitigation to reduce impacts to the extent possible based on consultation with a qualified biologist and the resource agencies.

Action 20.E

Greenbelt Definition and Protection. Work with the other South County communities and Santa Clara County to define a greenbelt of open spaces and agricultural areas separating Gilroy from adjoining communities. Ensure that this greenbelt area is protected from urban development through the policies of the South County Joint Area Plan and the general plans of each planning entity. Work with the South County Joint Planning Advisory Committee to define allowed land uses for the greenbelt area.

Action 20.F

Gilroy-San Martin Greenbelt. If a greenbelt cannot be defined in the area north of Masten and Fitzgerald Roads to separate the projected build-out area of Gilroy from the community of San Martin, amend the Gilroy General Plan Land Use Map to provide such a greenbelt in the area just south of Masten and Fitzgerald Roads.

Action 20.G

Open Space Access. Use the Tentative Map process and/or other regulatory mechanisms to require dedications, easements, or other measures to ensure public access to open space areas of recreational value.



Action 20.H

Open Space Management. Examine and improve management practices for the City's natural habitat and open space areas. For open space areas in public ownership, clearly delineate areas that are appropriate for public use and access, differentiating them from those areas to be protected from human disturbance. Where appropriate, provide compatible support facilities for activities such as hiking and picnicking while ensuring public safety and protection of adjacent private property.

Action 20.I

Open Space Preservation Tools. Review the potential regulatory tools, incentive programs, and funding mechanisms available for preserving open space areas, and develop a package of tools for use by City staff and officials in achieving the open space goals and policies of the General Plan.

Action 20.J

Santa Clara County Open Space District. Pursue joining the Santa Clara County Open Space District to preserve open space resources in and around the Gilroy Planning Area.

21 Air Quality

Action 21.A

Air Quality Mitigation. As part of the environmental review process, evaluate projects in response to City policies regarding air quality, identifying appropriate mitigation measures to reduce air pollutant emissions. Examples of on-site mitigation are provision of bicycle and pedestrian amenities, or development of on-site day care and commercial facilities. Examples of off-site mitigation include creation of park-and-ride lots; construction of transit or pedestrian amenities; or monetary support of transit.

Action 21.B

Evaluation and Mitigation of Impacts for Sensitive Receptors. Projects that are proposed within one mile of sensitive receptors with the potential to generate odors or toxic pollutants should be required to conduct an odor or health risk assessment to evaluate the project's compatibility with the sensitive receptor. A sufficient buffer zone shall be provided when necessary.

**Action 21.C**

Emission Reductions for Construction-Related Equipment. Require appropriate mitigation measures as a condition of project approval to ensure that the exhaust emissions from construction-related equipment are significantly reduced. Measures that may be required include:

- (a) Limiting the idling time of all construction equipment to less than 5 minutes;
- (b) Limiting the hours of operation of heavy duty equipment and/or the amount of equipment in use;
- (c) Requiring all equipment to be properly tuned and maintained in accordance with manufacturer specifications;
- (d) Requiring alternative fuel or electric construction equipment at the project site, when feasible;
- (e) Using the minimum practical engine size for construction equipment;
- (f) Requiring that gasoline-powered equipment be fitted with catalytic converters, when feasible.

Action 21.D

Implementing the Clean Air Plan. In accordance with the recommendations of the Bay Area Air Quality Management District in the 2000 Clean Air Plan, consider implementing the following programs:

- (a) Construct demonstration projects for low emissions and alternative fuel vehicles (including incorporating low-emission vehicle refueling infrastructure in projects).
- (b) Reduce lawn and garden equipment emissions.
- (c) Recognize and promote Spare the Air Days.

Other measures identified in the Clean Air Plan are addressed in Actions 12.J, 13.D, 14.K, and 21.B.

22 Water Quality

Action 22.A

Comprehensive Groundwater Management Program. Develop a comprehensive program to track existing water quality, supply, and flow in cooperation with the agencies and organizations that share jurisdiction over the Llagas subbasin groundwater resources, including: the two Regional Water Quality Control Boards; the



two Water Districts; County Health Department; County Executive's Office; County Planning Office; Morgan Hill Planning Department; and the San Martin Planning Committee. Include a review of land uses that may contribute to the degradation of groundwater quality and the potential impacts of septic systems.

Action 22.B

Water Quality Ordinances, Standards, and Enforcement Procedures. Work with the Regional Water Quality Control Boards, City of Morgan Hill, County and other local agencies to ensure compatible water quality ordinances, standards, and enforcement procedures amongst all the South County jurisdictions so that there is no advantage for a company to locate in an area with lower standards.

Action 22.C

Water Quality Monitoring Program. Continue to monitor groundwater and surface water quality to ensure that standards are being maintained and to determine if changes in regulations regarding septic systems and land use are needed. Include monitoring of private wells, expanding the scope to include more wells, tests on constituents not yet tested in private wells (i.e., volatile organics, bacteriological, radiological, etc.), and periodic retesting of selected private wells.

Action 22.D

Abandoned and Unused Wells Program. Identify and seal abandoned or unused wells to keep them from transferring contaminants to the lower aquifer.

23 *Natural Resource Conservation*

Action 23.A

Water Reclamation Program. Continue to recycle treated wastewater from the South County Regional Wastewater Authority treatment facility, in accordance with state and federal standards, for use in landscape irrigation. Work with land owners and developers with significant irrigation needs to provide facilities using reclaimed water.

Action 23.B

Water Conservation Education Program. Work with the Santa Clara Valley Water District and other agencies to educate residents on water conservation techniques and the value of water conservation measures.

*Action 23.C*

Energy Efficiency Standards. Require that all new buildings and additions in the City be in compliance with the energy efficiency standards of the California Building Standards Code (Title 24, California Code of Regulations).

Action 23.D

Energy Conservation Information. Provide public information on energy conservation measures for residential, business, and industrial energy consumers and support energy conservation efforts whenever feasible and appropriate.

Action 23.E

Alternative Energy Ordinance. Enact an Alternative Energy Ordinance to encourage the use of energy-efficient designs and alternative energy sources (solar, wind, etc.) in new development, including the provision of setbacks for optimal solar access and orientation.

Action 23.F

Mineral Resource Area Designations. Maintain the areas along Uvas Creek that include mineral resources as open space or as a compatible use in the appropriate zoning classification (Open Space, Public Facility, or Agriculture). Maintain the lands contiguous to designated mineral resources as buffer lands with appropriate land use designations until such time as the mineral resource designation is terminated.

Action 23.G

Mineral Resource Mining Operations. Adopt a reclamation plan and reclamation ordinance to ensure that adverse environmental effects are prevented or minimized and that mined lands are reclaimed to a usable condition that is readily adaptable for alternative land uses. Require mining operators to secure a special use permit in accordance with the reclamation plan. This permit will specify conditions to be met during the mining operation to ensure that the mining operation will not create a nuisance, hazard or environmental damage.

Action 23.H

Mineral Resource Status Termination. Apply for termination of the designated status of mineral resources when protection of such resources is no longer necessary.



24 *Waste Management and Recycling*

Action 24.A

Source Reduction and Recycling Element. Continue implementation of the City's Source Reduction and Recycling Element to achieve the state-mandated 50 percent reduction (based on 1990 volumes) in the City's waste stream by the year 2000.

Action 24.B

Landfill Siting Process. Work with South Valley Disposal and Recycling to identify and contract with another landfill site when the current Pacheco Pass landfill reaches capacity, providing a medium- to long-term solution for Gilroy's future waste disposal needs. Potential sites to consider include the Kirby Canyon and Guadalupe landfill facilities.

25 *Natural Hazards*

Action 25.A

Hazards Maps. Maintain detailed hazard maps for use in development review, ensuring that such maps and related data represent the most up-to-date information and latest version available, in accordance with the State of California's Seismic Hazards Mapping Act.

Action 25.B

Building Codes. Regularly update the City's building codes and other essential codes as necessary to address earthquake, fire, and other hazards.

Action 25.C

Building Inspection. Continue building inspection programs to identify, abate, or mitigate existing hazardous structures.

Action 25.D

Unreinforced Masonry (URM) Buildings. Implement actions to address safety issues related to Unreinforced Masonry Buildings.

**Action 25.E**

Soils Reports. Require soils reports for all new development applications in the Gilroy Planning Area to assess potential geologic hazards and to determine if these hazards can be adequately mitigated.

Action 25.F

Erosion and Deposition Control. Require all new developments to submit a site plan detailing appropriate methods of erosion and deposition control during site development and subsequent use.

Action 25.G

Fire Safety Plan Checks. Provide plan checks for new construction, remodels, tenant improvements and demolitions to ensure compliance with applicable life safety and fire protection system requirements, including special requirements for fire safety in areas of hillside construction.

Action 25.H

Ordinance Regulating Development in Very High Fire Hazard Severity Zones. Adopt an ordinance, pursuant to the State Health and Safety Code, amending the latest adopted edition of the Uniform Building Code and Fire Codes to regulate hazardous fire conditions in the Very High Fire Hazard Severity Zone (as designated in Policy 25.12).

Action 25.I

Fire and Life Safety Inspections. Continue to provide annual site and building inspections of places of assembly and hazardous industries to ensure compliance with applicable State and local codes, ordinances and regulations pertaining to fire and life and safety. Provide similar inspections in response to complaints regarding life safety and fire hazards, and take appropriate action to mitigate identified hazards.

Action 25.J

Fire Hazard Abatement. Enforce prompt abatement of identified fire hazards.

Action 25.K

Fire Safety Education and Training. Continue to provide instruction and training on fire safety and prevention to raise public awareness on fire hazard issues and encourage preventive measures.



Action 25.L

Weed Abatement Ordinance. Continue to enforce the City's Weed Abatement Ordinance to help reduce fire hazards.

Action 25.M

Flood Control Ordinance. Update and maintain the City's Flood Control Ordinance to regulate construction within flood zones.

Action 25.N

Public Information. Provide information through the City's quarterly newsletter and through Channel 17 to educate the public on potential natural hazards and actions they can take to help minimize those hazards.

26 *Noise*

Action 26.A

Noise Ordinance. Adopt a noise ordinance to regulate noise-generating activities in the City.

Action 26.B

Zoning Ordinance Noise Standards. Revise the City's Zoning Ordinance to incorporate noise/land use compatibility standards as a basic requirement of new development, and to prohibit new noise-sensitive uses in areas where the noise level exceeds the relevant standard and cannot be adequately mitigated.

Action 26.C

Use of Noise Standards. Review development proposals to assure consistency with noise standards, using the Future Noise Contours map to determine if additional noise studies are needed for proposed development.

Action 26.D

State Noise Insulation Standards. Use the adopted Noise Element as a guideline for compliance with the State's noise insulation standards (Chapter 2-35, Part 2, Title 24, California Administrative Code).



27 Hazardous Materials

Action 27.A

Hazardous Materials Joint Powers Pretreatment Program. Continue to implement the Joint Powers Pretreatment Program for industrial and commercial hazardous material users and/or hazardous waste generators, coordinated as appropriate with Memorandum of Understanding (MOU) inspections, Hazardous Materials Storage Ordinance (HMSO) regulations, and implementation of applicable state laws.

Action 27.B

Hazardous Materials Storage Ordinance (HMSO). Continue to regularly inspect activities that store and/or use hazardous materials, including above-ground and underground storage tanks and related equipment, to ensure compliance with the City's Hazardous Materials Storage Ordinance.

Action 27.C

Household Hazardous Waste Element. Continue implementation of the City's Household Hazardous Waste Element to collect and properly dispose of household hazardous wastes.

Action 27.D

Household Hazardous Waste Collection Facility. Support efforts to construct a hazardous waste facility near the San Martin Airport to serve as a collection point and transfer facility for hazardous wastes from households, small businesses, and government agencies.

Action 27.E

Hazardous Waste Education Program. Provide information in the City's quarterly newsletter, on Channel 17, and through other venues to educate the public

SEISMIC HAZARDS

Source: ABAG, 1995 "On Shaky Ground" The map is intended for planning only. Risk levels may be incorrect by one unit higher or lower. Current version of map available on internet at <http://www.abag.ca.gov>

- Very High
- High
- Moderately High
- Moderate
- Moderately Low
- Low

20 YEAR PLANNING BOUNDARY

CIRCULATION LEGEND

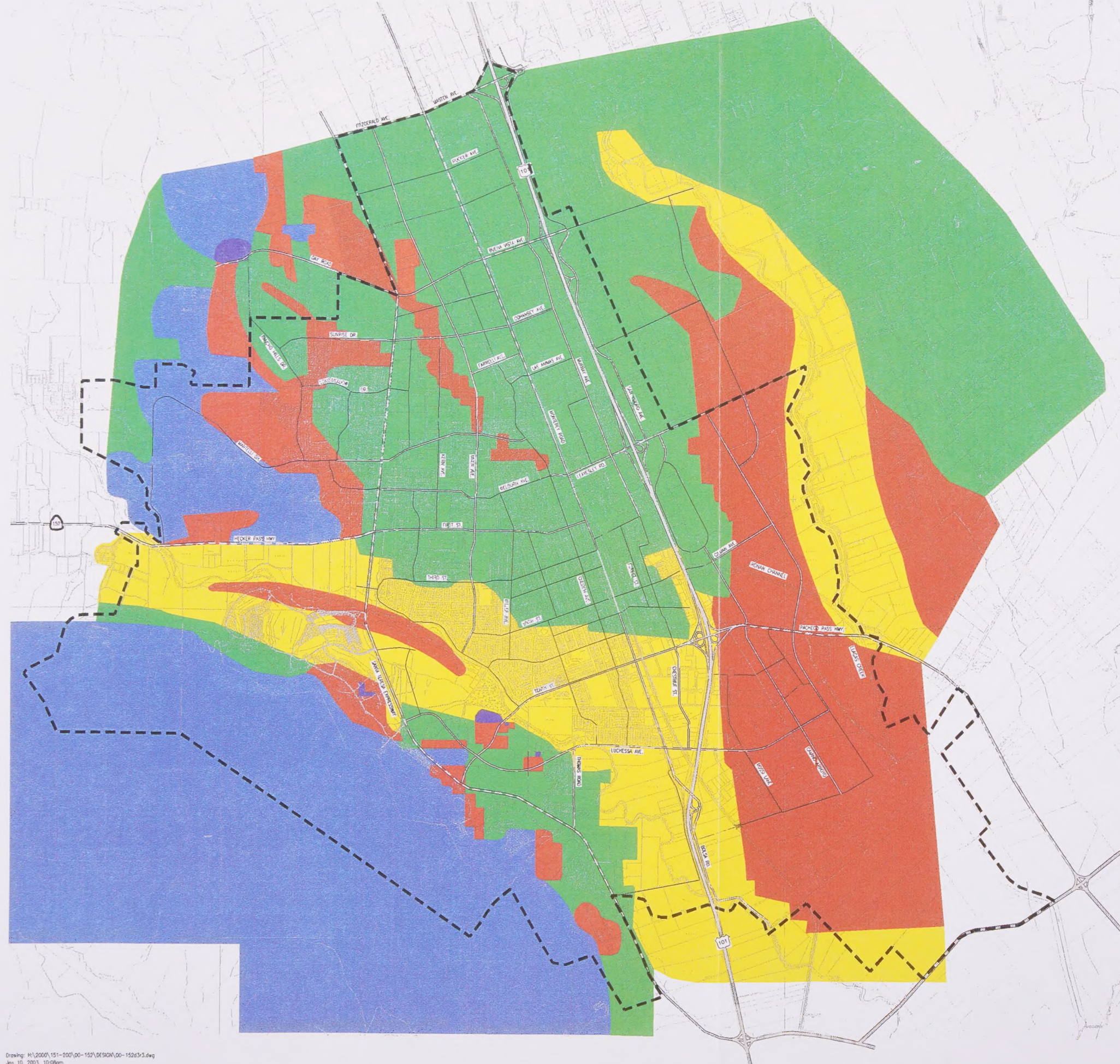
- FREEWAY
- EXPRESSWAY
- ARTERIAL
- COLLECTOR

This map was developed for use in the Gilroy General Plan Update process, and is intended for general planning purposes only. The City of Gilroy and its agents assume no responsibility or liability for use of this map for any other purpose.



Gilroy 2020
General Plan

revised 7/11/01



General Plan Management and Coordination



Introduction

This chapter sets forth the City's goals, policies and implementing actions for ongoing management and coordination of the General Plan.

Goal and Policies

28

General Plan Management and Coordination

GOAL: A General Plan that remains a useful and effective planning tool; that continues to reflect the values and priorities of the Gilroy community; and that responds to changes in the issues and trends that affect development and impact our quality of life.

Policy 28.1

General Plan Implementation. The City shall take an active leadership role in assuring the use and implementation of the General Plan.

Policy 28.2

Ongoing General Plan Management. Conduct periodic reviews of the General Plan to evaluate its performance and effectiveness in light of changing conditions and trends. Revise and/or comprehensively update the Plan as necessary to ensure that it remains a legal and effective planning tool.

Policy 28.3

Amending the General Plan. Amend the General Plan as necessary in response to changes in local conditions and needs. Evaluate proposed amendments in regard to environmental impact and for consistency with the other goals and policies contained in the plan document. In accordance with State law, allow no more than four amendments to the General Plan per calendar year.

Action 28.A
Implementation Priorities

Action 28.C
General Plan Review and Update
Action 28.D
Housing Element Update

Action 28.B
General Plan Amendment
Procedures



There are no specific implementing actions for the policies on this page; they apply generally to all of the policies and programs of the General Plan.

Policy 28.4

Community Participation. Promote the ongoing participation of community residents, businesses, and property owners in the planning and development processes to ensure that the General Plan and the decisions based on the General Plan continue to reflect the values and priorities of the Gilroy community.

Policy 28.5

Youth Participation. Encourage the participation of young people in the planning process, working with the Gilroy Youth Council, local schools, sports groups, and other youth organizations. In particular, encourage youth participation in the planning, design and management of community facilities and programs that are intended to meet youth needs.

Policy 28.6

Interagency Coordination. Work with other local, regional and State agencies to address planning issues that cut across jurisdictional boundaries, ensuring a voice for local concerns, effective regional planning strategies, and successful implementation of the General Plan.



Implementing Actions

Action 28.A

Implementation Priorities. Review and update the Implementation Priorities in Chapter 10 on an annual basis, using it as an “action plan” for ongoing implementation of the Gilroy General Plan. Conduct the review of implementation priorities in January of each year, prior to the annual budgeting process to serve as the basis for departmental budget priorities.

Action 28.B

General Plan Amendment Procedures. Accept citizen requests to the City Council to consider proposed amendments to the General Plan, and allow Council-initiated amendment requests by resolution of a majority of Council members. Restrict the number of General Plan amendments to four per calendar year, although each amendment may encompass a series of individual changes to the Plan.

Proposed amendments shall be considered by the Planning Commission, which will make a recommendation to the City Council. Because General Plan Amendments are legislative actions, the final decision is made by the City Council following a public hearing.

Publish General Plan amendments as follows:

- ***Policy and Text Changes.*** Changes to the policies and other text of the Plan shall be published on pages that may be inserted in the appropriate locations as replacement pages or additional pages in the applicable chapter. The effective date of the last adopted amendment shall be referenced on the pages with changes or additions.
- ***Map Changes.*** Amendments to the Land Use Plan Map and other policy and informational maps shall be published on pages that may be inserted in the document. Periodic revisions of the original document maps shall incorporate all of the changes that have accumulated since the previous revision. The date of the amendment shall be noted on the map for each area amended.



Action 28.C

General Plan Review and Update. Conduct a comprehensive General Plan Review and technical update once every 10 years (or earlier, if circumstances dictate; e.g., in response to new census data or other changing conditions) to evaluate the Plan's performance and consider possible modifications. As part of this review, development projections shall be compared to actual growth rates. If the review indicates that growth is occurring at a significantly faster pace than was anticipated at the time the Plan was developed, then:

- a) Review the revised growth projections and consider the potential impact on land use, infrastructure, environmental resources, and quality of life. Review and revise General Plan policies and implementing actions as necessary.
- b) Consider potential modifications to the Land Use Plan Map, Circulation Plan Map, and other relevant policy maps of the General Plan in response to changed conditions and revised projections.
- c) Consider the need for modifying the 20-Year Boundary, in keeping with the provisions of Policy 2.09 (i.e., in conjunction with a citywide review of land availability) and in light of the objectives of the 20-Year Boundary (set forth in Policy 2.08).
- d) Consider the need for undertaking a comprehensive General Plan Update to ensure that the Plan remains an effective planning tool.

If actual growth rates are comparable to the projected rates on which the Plan is based, then evaluate the Plan's performance in meeting its stated goals, and consider potential revisions to improve its effectiveness.

Action 28.D

Housing Element Update. Regularly review and update the City's Housing Element in accordance with State law requirements.

Implementation Priorities



Introduction

This chapter provides an overview of the near-term priority actions (both high priority and medium priority) to be undertaken by the City and other agencies to implement the Gilroy General Plan.

While all of the implementing actions included in the General Plan are important to implement, the Plan recognizes that limited staff and budget resources will require prioritization of some actions, to establish a sequence of implementation. The actions listed in this chapter do not include actions that are ongoing in nature (e.g., inter-agency coordination; enforcement of building codes; water quality monitoring; etc.). Rather, the chapter focuses attention on discrete actions to address pressing issues of concern in the community (based on legal requirements, pressing development issues, and health and safety concerns) and identifies the responsibilities and timeframe for their implementation.



High Priority Implementing Actions

Figure 10-1 provides a list of implementing actions that are considered the highest priorities. For a complete description of each action, refer to the text in the preceding chapters.

Figure 10-1. *List of High Priority Implementing Actions*

Action No.	Title	Responsibility	Timeframe*
Action 1.A	Zoning Ordinance	Planning	6 months
Action 1.C	Neighborhood Districts Implementation Strategy	Planning, Engineering	1 year
Action 1.D	Downtown Specific Plan	Planning	1 year
Action 1.E	Hecker Pass Specific Plan	Planning	1 year
Action 10.B	Housing Development Specialist	Planning, HCD	1 to 2 years

**from time of the General Plan's adoption and/or confirmation of annual implementation priorities.*



Medium Priority Implementing Actions

Figure 10-2 provides a list of implementing actions that are considered medium priorities. For a complete description of each action, refer to the text in the preceding chapters.

Figure 10-2. *List of Medium Priority Implementing Actions*

Action No.	Title	Responsibility	Timeframe*
Action 2.C	Residential Development Ordinance	Planning	2 years
Action 6.A	Scenic Highway Designations	Planning ; Engineering	3 years
Action 12.B	Housing Infill Opportunity Sites Study	Planning	3 years
Action 19.A	Implementation & Action Plan of the Parks and Rec. System Master Plan	Engineering; Planning; Community Svcs. Dept.	5 years
Action 19.B	Trails Master Plan	Engineering	2 years
Action 23.F	Gilroy-San Martin Greenbelt	Planning; South County Joint Planning Advisory Committee	2 years

*from time of the General Plan's adoption and/or confirmation of annual implementation priorities.

General Plan Glossary

Acres (Gross). The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres (Net). The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Annex. To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction. *The City expands its city limits, and thereby the City's land area, through annexation.*

Affordable Housing. Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

Alquist-Priolo Act, Seismic Hazard Zone. A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain development.

Ambient Noise. Background noise level that surrounds a listener.

Arterial. See Roadway Designations.

Average Annual Daily Traffic (AADT). AADT is the average of 24-hour volume counts collected for every day in the year. However, very few locations are actually counted continuously in this way. Shorter duration counts are typically adjusted to estimate the Average Daily Traffic (ADT) by compensating for seasonal influence, weekly variation, and other variables.

Average Daily Traffic (ADT). ADT is the average of 24-hour counts collected over three to seven days.

Buffer. An area designed to provide a separation between two, sometimes incompatible, land uses.

Capital Improvement Program. A capital improvement program is a multi-year budgeting tool that programs capital facilities for construction or acquisition.

Clustered Development. Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining open space area.

Collector. See Roadway Designations.

Community Development Block Grant (CDBG). A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Congestion Management Plan (CMP). A mechanism employing growth management techniques, including traffic level of service requirements, development mitigation programs, transportation systems management, and capital improvement programming, for the purpose of controlling and/or reducing the cumulative regional traffic impacts of development. AB 1791, effective August 1, 1990, requires all cities, and counties that include urbanized areas, to adopt and annually update a Congestion Management Plan. Compliance by jurisdictions allows for increased gas tax funding.

Creek/Stream. A creek or stream, as defined by California Code of Regulations, is a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic wildlife. This includes water courses having a surface or subsurface flow that supports or has supported riparian vegetation.

Critical Facility. Facilities housing or serving many people which are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility "lifeline" facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Decibel (dB). A unit of measurement of the intensity of sound. The decibel scale is logarithmic, with each increase of ten decibels equaling ten times the intensity of sound.

dBA. The abbreviation for the “A-weighted” scale for measuring sound in decibels which weights or reduces the effects of low and high frequencies to better simulate the range of human hearing.

Dedication. The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city.

Dedication (In lieu of). Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Density (Residential). The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. Density can be controlled through zoning in the following ways: use restrictions, minimum lot-size requirements, floor area ratios, land use-intensity ratios, setback and yard requirements, minimum house-size requirements, ratios comparing number and types of housing units to land area, limits on units per acre, and other means. Allowable density often serves as the major distinction between residential districts. (See “Acres, Gross,” and “Developable Acres, Net.”).

Density Bonus. The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus.

Density Transfer. A way of retaining open space by concentrating densities, usually in compact areas adjacent to existing urbanization and utilities, while leaving unchanged historic, sensitive, or hazardous areas. In some jurisdictions, for example, developers can buy development rights of properties targeted for public open space and transfer the additional density to the base number of units permitted in the zone in which they propose to develop.

Duplex. A detached building under single ownership which is designed for occupation as the residence of two families living independently of each other.

Dwelling Unit. A building or portion of a building designed as the residence of one family.

Elderly Housing. Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them.

Emergency Shelter. A facility that provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs.

Endangered Species. A species of animal or plant whose prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Exaction. A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expressway. See "Limited Access Roadway" under Roadway Designations.

Floodplain, 100-Year. The area that is inundated during a 100-year flood. A 100-year flood is a flood that has a 1-percent chance of being exceeded in any given year.

Floodway. As designated by the Federal Emergency Management Agency (FEMA), a floodway is the portion of the floodplain that is to be reserved for the passage of flood flows. The floodway is where the flood waters are likely to be the deepest and fastest. The floodway should be kept free from obstruction to allow floodwaters to move downstream.

Freeway. See "Limited Access Roadway" under Roadway Designations.

Goals. Goals are the ideals to strive for, or the desired state of things.

Geologic Review. The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

Ground Failure. Ground movement or rupture caused by strong shaking during an earthquake. Includes landslide, lateral spreading, liquefaction, and subsidence.

Habitat. The place or type of site where a plant or animal naturally or normally lives and grows.

Hazardous Material. Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

Historic; Historical. An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

High Occupancy Vehicle (HOV). Any vehicle other than a driver-only automobile (*e.g.*, a vanpool, a bus, or two or more persons to a car).

Household. All those persons—related or unrelated—who occupy a single housing unit.

Infrastructure. Infrastructure means capital facilities (usually publicly owned) which provide for transportation and utility services. Infrastructure includes streets, highways, water lines, and storm and sanitary sewer lines.

Impervious Surface. Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Jobs/Housing Balance. For purposes of the General Plan, jobs/housing balance is defined as the reasonable opportunity for people to live and work within a defined area that generally encompasses the City's sphere of influence (SOI). The ratio of jobs to housing units in a community or the reasonable opportunity for people to live and work within the City's Sphere of Influence.

Landscaping. Planting—including trees, shrubs, and ground covers—suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

L_{DN}. An abbreviation for average day-night sound level that places greater emphasis on noise generated between 10:00 pm and 7:00 am.

Level of Service (LOS). LOS is used to describe the traffic conditions at an intersection or on a segment of roadway based on service characteristics such as **travel** time, comfort, reliability, convenience, and safety. Since many of these items are hard to measure individually, methods have been developed to evaluate **them** using a numerical analysis based on the number and type of vehicles/drivers present. Intersections are typically evaluated based on peak-hour activity while roadway segments are evaluated for either daily or peak-hour activity.

Basically, as traffic volumes increase at an intersection or on a roadway segment, the quality of its service characteristics typically decrease. The resulting "Level of Service" is designated by a letter grade from "A" (the best) to "F" (the worst).

- *Level of Service A.* This represents the best roadway conditions, where vehicles are seldom impeded. At signalized intersections the majority of vehicles arrive on a green light, and at unsignalized intersections there is only minimal delay in crossing the intersection for motorists waiting at the stop sign. Examples of "LOS A" roadways in Gilroy are Thomas Road between Princeville and Monterey, and Santa Teresa between Mantelli and Longmeadow. Intersection examples are Wren/Mantelli and Princeville/Thomas.
- *Level of Service B.* On roadways with a "LOS B" rating, vehicles are slightly impeded but the delay is typically not bothersome. At both signalized and unsignalized intersections more vehicles will stop and wait than at an intersection operating at LOS A. An example of a LOS B roadway in Gilroy is Santa Teresa between First and Welburn. Intersection examples are Church/Third and Miller/First.
- *Level of Service C.* On roadways with a LOS C rating, the ability to maneuver and change lanes is more restricted. At signalized intersections the average delay to the driver increases and cycle failures (motorists waiting for two or more green lights to clear the intersection) may begin to occur. At unsignalized intersections the delay to vehicles at stop signs increases, with traffic backing up noticeably. An example of a LOS C roadway in Gilroy is First Street east of Santa Teresa. Intersection examples are Church/Sixth and Monterey/ Leavesley (though only during the PM peak hour).
- *Level of Service D.* On LOS D roadways, speeds begin to decrease and the ability to maneuver becomes increasingly restrictive. At signalized intersections cycle failures are noticeable, cycle lengths are longer, and many vehicles will have to stop. At unsignalized intersections the delay to vehicles at

stop signs intensifies. A roadway example in Gilroy is First Street between Monterey and Church. There are no signalized intersections operating at LOS D but the unsignalized intersection at Kern/First is LOS D during the AM peak hour.

- *Level of Service E.* On LOS E roadways, speeds are significantly reduced and there is little room to maneuver. At signalized intersections cycle failures are frequent, cycle lengths are long, and the average delay to the motorist increases substantially. At unsignalized intersections the delay to traffic at stop signs increases to long delays and long backups. A LOS E roadway example in Gilroy is First Street between Hanna and Miller on Sunday. There are no signalized intersections operating at LOS E in Gilroy.
- *Level of Service F.* On LOS F roadways, speeds are very low and there is extreme difficulty in maneuvering. At signalized intersections many cycle failures occur and the delay to the motorist is high. At unsignalized intersections extremely long delays occur and there are often long backups. A roadway example in Gilroy is First Street between Church and Miller during the PM peak hour. There are no signalized intersections operating at LOS F in Gilroy.

Liquefaction. The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

Local Agency Formation Commission (LAFCO). A five-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.

Mitigation. An action that reduces the impact or effect of a development or project. For example, the visual impact of a building can be "mitigated" through architectural design features (e.g., stepping back upper floors or varying the roofline) or through landscape features (e.g., street trees or earth berms).

Mixed-use. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Multiple Family Building. A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

National Register of Historic Places. The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Noise Contour. A line indicated on a map that connects points of equal noise level.

Open Space Land. Any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Peak Hour Volume. This is the highest volume that either passes a point on a roadway or enters an intersection during a period of 60 consecutive minutes. Intersection analyses typically use the highest 60 consecutive minutes in the morning and the afternoon.

Planning Area. The Planning Area is the land area addressed by the General Plan. Specifically, it is the land area within the 20-year planning boundary, as displayed on the Land Use Plan Map.

Policies. Policies establish a recognized community position on a particular issue. General Plan policies are set forth both as written text and as policy maps, such as the Land Use Plan. These are complimentary; written policies set forth the basic approach to be taken while the policy maps show the intended spatial application of the policies.

Programs. Specific actions have been identified that the City, either alone or in coordination with other entities, will try to undertake to implement the plan. For example, zoning must be consistent with the land use designations in the General Plan.

Rare Species. A plant species that exists in limited localities, small numbers, or in disappearing habitat; may become threatened or endangered.

Residential (Multiple Family). Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

Residential (Single-family). A single dwelling unit on a building site.

Rezoning. An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Ridgeline. A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Riparian Habitat. Pertaining to areas adjacent to streams that support natural vegetation and wildlife.

Roadway Designations. There are four roadway classification designations in Gilroy:

- Local Access Streets
- Collectors
- Arterials
- Limited Access (includes freeways and expressways)

The definitions of these four categories are:

- *Local Access Streets* are the lowest level of street classification, with the lowest amount of traffic in the hierarchy of streets and the lowest average speed (typically 25 mph). Local Streets are intended to provide direct access to homes, businesses, and other uses that front directly onto them. They feed into other streets (typically Collectors) that are intended to carry more traffic, often at higher speeds. All Gilroy streets that are not classified as Collectors, Arterials, or Limited Access Roadways are considered to be Local Access Streets.
- *Collectors* are the next level in the hierarchy, typically carrying more traffic than a Local Street but having relatively low traffic speeds (25 to 35 mph). Collectors link Local Streets with Arterials or other Local Streets, and like Local Streets they provide direct access to abutting property. Examples of existing Collectors in Gilroy are Miller Avenue and Calle Del Rey.
- *Arterials* are designed to carry yet a higher volume of traffic than the Collector, at higher travel speeds (typically 35 to 45 mph). Arterials are typically longer than Collectors, often crossing the entire length of the community and linking Collectors to other Collectors as well as Limited Access Roadways such as expressways and freeways. Driveway access is limited, when possible, so that cars entering and exiting driveways do not interfere with the roadway's primary function of moving traffic. Examples of existing Arterials in Gilroy are Mantelli Drive and Thomas Road.
- *Limited Access* is the highest level of the hierarchy is the Limited Access Roadway. These roadways carry the highest volume of traffic at the highest speeds (typically 50 mph and over). They also carry a significant amount of traffic travelling between cities. Access points are often limited from every ¼ mile or greater for expressways to every ½ to 1 mile for freeways. Typi-

cally, driveways do not directly access these roads. Examples of Limited Access Roadways in Gilroy are Santa Teresa Boulevard and Highway 101.

Second Unit. A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Also referred to as an accessory unit, an in-law unit, or a “granny flat.”

Single-family Dwelling (Attached). A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit.

Single-family Dwelling (Detached). A dwelling unit occupied or intended for occupancy by only one household that is structurally independent from any other such dwelling unit or structure intended for residential or other use.

Solar Access. The provision of direct sunlight to an area specified for solar energy collection when the sun’s azimuth is within 45 degrees of true south.

Special Concern. An animal species considered by the State to be limited in distribution and potentially threatened but not officially listed.

Sphere of Influence. The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCO) of the County.

Standards. (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out the objectives, principles, “standards,” and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the “traffic Level of Service” (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Street Trees. Trees strategically planted—usually in parkway strips, medians, or along streets—to enhance the visual quality of a street.

Subdivision. The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. “Subdivision” includes a condominium project as defined in California Civil Code Section 1350 and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subdivision Map Act. Division 2 (Sections 66410 *et seq*) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps. (See "Subdivision.")

Subsidence. The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a human or natural activity, including earthquakes.

Tenure. The type of housing occupancy or ownership. There are two types of housing tenure—owner-occupied and renter-occupied.

Threatened Species. A plant or animal species which is likely to become endangered in the foreseeable future.

Townhouse; Townhome. A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association.

Transportation Demand Management (TDM). The transportation management technique in which local jurisdictions require businesses with more than 100 employees to implement programs to increase average vehicular ridership, thus reducing congestion on basic and regional routes. Adoption of a TDM ordinance is required for compliance with the provisions of Measure C and qualification for Local Street Maintenance and Improvement Funds.

Trip. A trip is a one-way journey from one place (origin) to a different place (destination). In traffic studies a "trip" is often used interchangeably with "trip-end." A person traveling to a store, shopping, and then leaving is counted as having made two trips (or having two trip ends)—one to the store and one away from the store.

Trip Generation. This is an estimate of how many trips to and from a given land use will occur. For example, the average number of trips "generated" by a single family home is different from the average number of trips "generated" by an office building. Trip generation rates are developed from surveys across the United States and published by the Institute of Traffic Engineers for use in engineering studies. These rates are used in traffic analysis to estimate the potential traffic impacts of different land use decisions.

Uniform Building Code (UBC). A national, standard building code which sets forth minimum standards for construction.

Uniform Housing Code (UHC). State housing regulations governing the condition of habitable structures with regard to health and safety standards and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban Services. Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

Use. The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the City's zoning ordinance and General Plan land use designations.

Use Permit. The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Volume/Capacity Ratio (V/C). V/C ratio is a quantitative estimate of the ratio of a street segment, or intersection, volume divided by its capacity. The V/C ratio can be calculated for either present or future conditions. V/C ratios can be translated into LOS standards. At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period."

Warrants. Warrants provide a set of criteria to guide engineering professionals in determining whether or not an intersection is in need of a traffic signal or stop sign. For signal warrants the criteria are based on various characteristics including, but not limited to: traffic volume over various time periods, pedestrian volumes, accident experience, and motorist delay. Stop sign warrants use criteria that include, but are not limited to: roadway configuration, roadway classification, restricted view, accident history, vehicle volume, and pedestrian volume.

Wetland. Wetlands, as defined by the Army Corps of Engineers, are those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Williamson Act. Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a 10-year contract between the city and an owner of land whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

Zoning. The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning, Incentive. The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits—such as preservation of greater than the minimum required open space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level—are included in a project.

Zoning Map. Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

The first section of the report discusses the background and objectives of the study. It highlights the importance of understanding the current state of the industry and the need for a comprehensive analysis. The objectives of the study are clearly defined, focusing on identifying key trends and challenges.

The second section provides a detailed overview of the methodology used in the study. It describes the data sources, the analytical tools employed, and the steps taken to ensure the accuracy and reliability of the findings. The methodology is designed to provide a thorough and unbiased assessment of the data.

The third section presents the results of the study, organized into several key findings. Each finding is supported by data and analysis, providing a clear picture of the current state of the industry. The results are presented in a structured manner, allowing for easy comparison and interpretation.

The fourth section discusses the implications of the findings and offers recommendations for future research and action. It identifies areas where further investigation is needed and provides practical suggestions for addressing the challenges identified in the study. The recommendations are based on the evidence gathered and are intended to guide decision-makers.

The final section concludes the report, summarizing the key points and reiterating the importance of the study. It emphasizes the value of the findings and the need for continued monitoring and research in this field. The conclusion provides a clear and concise summary of the entire report.

The South County Joint Area Plan

City of Gilroy

Adopted 5/15/89

Updated 12/16/91

County of Santa Clara

Adopted 8/1/89

Updated 12/10/91

City of Morgan Hill

Adopted 6/7/89

Updated 1991

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SOUTH COUNTY JOINT AREA PLAN

(Updated by the South County Joint Planning Advisory Committee on 10/18/90)

- 0.01 The South County Policies are adopted by the City of Gilroy jointly with City of Morgan Hill and the County of Santa Clara, as the South County Joint Area Plan. The South County Joint Area Plan is a mutual statement of policies for community development and environmental management. It is intended to achieve harmony and cooperation among the three South County jurisdictions, and consistency between their adopted policies.
- 0.02 The South County Joint Area Plan is the integrated policy framework within which the three jurisdictions shall undertake compatible implementing actions, such as more specific General Plan amendments, ordinance revisions, administrative procedures, project review, and contractual agreements between the jurisdictions.
- 0.03 The South County Joint Area Plan shall apply to the incorporated and unincorporated areas south of the Morgan Hill-San Jose boundary agreement line approved by LAFCo, as indicated in the accompanying map. The Joint Area Plan also includes policies relating to the Coyote Valley, since it is within the Morgan Hill Unified School District and has an impact upon the South County due to its strategic location.
- 0.04 While some of the policies in the Joint Area Plan are worded more generally than in the General Plan, since they are composites of policies in the three jurisdictions' General Plans, other policies are more specific or address issues not previously addressed. All of the policies are intended to express a common approach by the three jurisdictions to the South County area. The policies in the Joint Area Plan are not intended to weaken any policy in the General Plans of any of the jurisdictions; therefore, if the wording of a policy in the Area Plan varies from that of a policy in this General Plan, the more restrictive wording shall apply.

1.00 URBAN GROWTH AND DEVELOPMENT

The three jurisdictions' existing general plans should be continued as the basis for joint policy in the South County, since they are in general agreement on most topics and will accommodate the projected growth to 2005. By that time, the number of South County residents is expected to increase more than two-fold and employment more than four-fold. Effective joint planning should be continued, since Santa Clara County is a fast-growing region, drawing large amounts of industry and people, and the pressures for growth are likely to continue beyond that date.

- 1.01 The general plans of the two Cities and the County do not need to be revised at this time to accommodate projected growth to 2005. Revisions may be necessary, however, to properly respond to changing community goals and needs.
- 1.02 Since urban development will continue beyond 2005, it is important to consider the potential general patterns of future growth now, before the pressures for urbanization are unmanageable. Both the areas needed for future urban development and the areas to be kept in long-term rural land uses or open space should be identified.

- 1.03 Conditions of population/employment growth and land development in the South County and surrounding regions should be regularly monitored:
 - A. To assess the effect of the jobs/housing balance in North County and in adjacent counties on the South County community;
 - B. To assess the demand for additional urban development in South County; and
 - C. To determine when it would be appropriate to plan for more extensive urban development in the South County.
- 1.04 Development of the urban growth monitoring program should be undertaken immediately. The role of each jurisdiction in implementing the program should be specified, and responsibility for overall coordination should be assigned. The program should consider the conditions that would make new urban growth desirable as well as the conditions that would call for limitations on urban growth. On the basis of these conditions, the program should establish criteria which would trigger planning for new urban growth. It should also provide for maximum feasible integration with other monitoring programs.
- 1.05 In using information developed through the urban growth monitoring program, consideration should be given to potential long-term development patterns and to areas which are to be kept in long-term rural use or open space. Where appropriate, specific plans should be prepared jointly between the South County jurisdictions.
- 1.06 The South County jurisdictions should use information generated from urban growth and jobs/housing monitoring programs to develop a strategic planning process to maintain a balanced South County community. It would be a basis for facilitating long range infrastructure and urban service planning and minimizing urban development pressure on land which is expected to remain in agricultural, open space or other low-intensity use.
- 1.07 Urban development should occur in the Cities in an orderly and contiguous pattern, managed and scheduled consistent with the ability to provide public facilities and services. Land uses in rural areas should be low-intensity and limited in number. Public services to rural areas should be appropriately limited.
- 1.08 Urban growth should be managed and scheduled consistent with the ability to provide public facilities and services, such as sewer capacity, water, transportation, schools, public safety and other urban services.
- 1.09 Urban growth should occur in an orderly and contiguous pattern, within designated urban service areas and encouraging infill of vacant urban land.
- 1.10 Urban development should occur only in the Cities and where the full array of urban services can be provided.

- 1.11 Those public services which are provided to rural areas by the County or special districts should be provided at a minimum level.
- 1.12 Expansion of urban service areas and annexations should be based on general plans and be consistent with the Cities' schedules for development and extension of services.

2.00 ECONOMICAL DEVELOPMENT

Economic development should be diversified. Cities should encourage types of economic development which address identified community needs (City and County areas) and which are planned so as to minimize negative impacts.

- 2.01 Economic development should promote community self-sufficiency in jobs, housing and services, and should address the needs of all socio-economic segments of the community, creating employment to support the needs of South County residents.
- 2.02 A diversified economic base should be promoted in order to provide a variety of job types and skills and to insulate the local economy from possible economic downturns. Agriculture should be encouraged as an appropriate part of the economic mix.
- 2.03 In considering which industries to promote, attention should be given to their impacts on economical development, jobs/housing balance, transportation, energy, public services, water and air quality, and natural and heritage resources. Recognizing the strong interrelationship between industrial growth, jobs/housing balance and transportation system capacity, information generated from monitoring programs should be used to assess the demand created by industrial development for additional housing and transportation improvements, as well as the impacts on water and air quality and on natural and heritage resources.

3.00 JOBS/HOUSING BALANCE

In the South County communities, jobs and housing should be balanced to minimize increases in housing costs, traffic congestion and commute time and to optimize economic balance and capacity to provide services.

- 3.01 The South County Cities and the County should seek to attain and maintain a reasonable balance between jobs within each City's incorporated area and housing within each City's Boundary Agreement Area through the use of:
 - A. General plan land use designations;
 - B. Zoning and other land use controls;
 - C. Growth rate controls on housing and job growth;
 - D. Sewer capacity allocations; and

E. Policies to attract industry that will hire local residents.

- 3.02 The South County communities should provide housing at a range of costs that meets the needs of all sectors of the workforce. Housing should be distributed among the communities so as to achieve an appropriate population balance and equitable distribution of public services.
- 3.03 The ratio of jobs to housing should be monitored as development proceeds so that appropriate policies to maintain balance can be implemented, since the three jurisdictions' existing plans, while generally adequate to accommodate the forecast urban growth to 2005, will result in a surplus of jobs relative to housing units.
- 3.04 The Cities of Morgan Hill, Gilroy, and San Jose, and the County should monitor the jobs/housing balance in South County and the Coyote Valley.
- 3.05 Each city should adjust its respective jobs/housing balance as its city council directs, while continuing to monitor the cumulative impacts of individual communities' development decisions.
- 3.06 The jobs/housing monitoring program should develop a workable definition of jobs/housing balance, criteria for assessing the effectiveness of remedial actions, and a process for investigating area wide transportation improvements or traffic management programs which will address the effects of jobs/housing imbalance. The role of each jurisdiction in implementing the program should be specified and responsibility for overall coordination should be assigned. Jobs/housing monitoring should be integrated with other monitoring programs to the maximum extent feasible.
- 3.07 If actions to correct imbalances are not undertaken or if the jobs/housing monitoring program determines that they are ineffective, the Cities should undertake additional transportation improvements, traffic management programs, and housing programs to offset impacts or higher housing costs on persons with lower incomes.
- 3.08 The County should retain its policy that urban development and jobs should be provided within Cities; the County should not seek to balance jobs and housing within the unincorporated area.
- 3.09 The South County community should work with the City of San Jose to minimize impacts of San Jose's Coyote Valley development on the jobs/housing balance of South County.
- 3.10 If the jobs/housing imbalance in rural areas of South County results in increasing costs for service provision and declining revenues available to cover these costs, the Cities and the County should discuss ways to mitigate the impacts.

4.00 EDUCATION

Community development and school development should be coordinated to optimize educational goals and enhance the school's role as a community resource.

- 4.01 The school districts, the County, and the Cities of San Jose, Morgan Hill and Gilroy should keep each other informed of growth- and development-related school issues. Joint meetings should be held as needed to plan for school expansions resulting from new development.
- 4.02 The pattern and timing of growth should be controlled in a way that allows the school districts to plan and finance facilities in an orderly fashion.
- 4.03 Development should be coordinated with the scheduling of capital funds for schools.
- 4.04 Development approvals should be conditioned on the availability of schools.
- 4.05 To allow school facilities to be used most efficiently and to minimize busing needs, residential development should occur in areas which are served by existing schools. To accomplish this, contiguous residential development and infill development within built-up areas should be encouraged.
- 4.06 Where appropriate, planning should promote the concept of the neighborhood school, which provides education to the children in the neighborhood and serves as a resource facility to the residents.
- 4.07 The Cities, school districts and other community and social agencies should coordinate to mobilize additional resources to deal with issues which impact the role of schools, such as drugs, job training and teenage pregnancy, so that these are adequately dealt with during periods of rapid growth or change.
- 4.08 Sites for new schools should be carefully selected to optimize educational goals.
- 4.09 In order to avoid de facto segregation in schools, housing for low and moderate income families should be planned throughout the South County where urban services are available. Concentration of such housing in any one area shall be avoided.
- 4.10 Where appropriate, parks and schools should be located together to optimize their multiple use as community facilities.
- 4.11 Additional funding methods should be developed for needed school facilities, since present school financing methods are inadequate and projected growth could more than double school enrollment by 2005.
- 4.12 The jurisdictions should continue active lobbying for state legislation to continue to allow collection of impact fees from industrial and commercial projects.
- 4.13 The jurisdictions should work with other local governments and the private sector to evaluate the adequacy of available funding and to develop innovative financing techniques.

- 4.14 Development impact fees should continue to be collected on new construction to the extent allowed by law.
- 4.15 Development impact fees should be commensurate with the cost of the public improvements generated by new development, in accordance with state law.
- 4.16 The use of Mello/Roos funds to provide schools for the expansion planned by San Jose in the Coyote Valley should be investigated.
- 4.17 The redevelopment agencies and appropriate Board of Education should negotiate to determine if it is appropriate to use Redevelopment Act contributions to assist schools.
- 4.18 When appropriate, industrial and commercial development should be required to provide mitigations for school impacts in accordance with state law.

5.00 INFRASTRUCTURE

Infrastructure needs should be identified and its development coordinated to minimize costs and to support achievement of community goals.

- 5.01 Cities should provide an urban level of services and facilities to urban areas. Strategies that help achieve this objective and are already partially or fully in use include:
 - A. Requiring that the timing and location of future urban development be based upon the availability of public services and facilities;
 - B. Requiring new development to pay all of the incremental public service costs which it generates; and
 - C. Requiring developers to dedicate land and/or pay to offset the costs relating to the provision and expansion of public services and facilities.

6.00 INFRASTRUCTURE: SEWERS/SANITATION

Expansion of the joint Gilroy/Morgan Hill sewage treatment plant should proceed, since additional sewer capacity is a prerequisite for further urban development and urban development is most appropriately served by sanitary sewer systems. Septic systems should be used only for low-intensity uses where they will not have a negative impact on the environment.

- 6.01 The total capacity for the Gilroy/Morgan Hill Wastewater Treatment Facility, its timing for completion, and configuration should be consistent with these South County policies for the overall growth of the South County:
 - A. The Cities of Gilroy and Morgan Hill should determine the best method to increase and fund their sewer treatment capacity in order to facilitate development that is consistent with their general plans; and

B. The facility should be funded in a manner which considers the financing needs of other infrastructure in the South County.

- 6.02 The County and the Water District should assist in the Cities' wastewater treatment program if feasible and agreed to by the participants.
- 6.03 San Martin's sewage treatment needs should be determined with consideration given to the implications of: economics, population, land use, environmental concerns, and the governmental status of San Martin.
- 6.04 Beyond the proposals for which land use designations have been approved and for which alternative sewage treatment and disposal systems (other than septic tanks) have been approved in concept (Casa de Fruta, Nob Hill Family Park; and the Kalend truck stop), no new land uses requiring the use of alternative sewage treatment and disposal systems should be permitted until a reliable track record for the type of system has been documented and conditions for ongoing safe and effective operation have been established.

7.00 WATER SUPPLY

New development should not exceed the water supply, and management of water should be made more efficient through appropriate means, such as watershed protection, percolation, reclamation, and conservation.

- 7.01 Programs to identify and seal abandoned and unused wells should be continued, as such wells may be prime sources for transferring contaminants from the upper to the lower aquifer.
- 7.02 The South County jurisdictions should develop a program to track existing water quality, water supply and water flow monitoring programs. This information should be used to evaluate current regulations and procedures, and to assess the need for new monitoring programs or for revisions or consolidation of existing programs.
- 7.03 Each jurisdiction and agency pumping water from wells should be responsible for knowing the demand that its well pumping imposes on the direction of flow of water and how it affects others that are pumping from the same aquifer in order to prevent adverse impacts on existing groundwater contamination problems.
- 7.04 All jurisdictions and agencies pumping water from wells should cooperate in managing the aquifer so as to preserve the natural ecology of the region, securing the aquifer's utility as a water resource and ensuring the water's quality.
- 7.05 Streambeds and other appropriate percolation areas should be protected.
- 7.06 There should be continuing coordination among the South County jurisdictions and the Santa Clara Valley Water District to assure that the South County will get sufficient deliveries of San Felipe water as needs require.

- 7.07 The water district should continue developing cooperative programs to assure effective management of the water resources, such as well monitoring, percolation of imported water, reclamation and conservation.
- 7.08 New development should not exceed the water supply, and use of water should be made more efficient through appropriate means, such as conservation and reclamation.
- 7.09 The development of water reclamation facilities should be encouraged, where feasible, in order to make reclaimed water available to help meet the growing water needs of the South County region.

8.00 WATER QUALITY

Water quality should be protected from contamination, and should be monitored to assure that present policies and regulations are adequate. Such uses as waste facilities, septic systems and industries using toxic chemicals should be prohibited where polluting substances may come in contact with groundwater, floodwaters, and creeks or reservoir waters.

- 8.01 Land use policies should be continued that limit the number of individual septic systems in areas vulnerable to groundwater contamination, because of the potential for cumulative degradation of water quality.
- 8.02 In areas where future development is expected to be served by sewers, large lot policies (which allow minimal development and limited numbers of septic systems) should be continued. This approach increases the feasibility of designing future urban density subdivisions with smaller lots, which are more efficient for sewers in terms of service and cost.
- 8.03 In the unincorporated area, current County policies regarding septic systems and land use should be continued with no lessening of standards.
- 8.04 Groundwater and surface water quality conditions throughout the South County should be monitored to determine if changes in regulations regarding septic systems and land use are needed.
- 8.05 Protection of groundwater quality requires continued caution in the siting of landfills and transfer stations and rigorous enforcement of local and regional regulations.
- 8.06 Continued caution should be taken as to the siting of landfills, the construction of landfills (i.e., they should have clay liners, etc.), and the waste allowed in a sanitary landfill in South County so as not to create hazards to groundwater quality.
- 8.07 Solid waste and hazardous waste transfer stations should be sited and operated so as to minimize hazards to ground and surface water quality.
- 8.08 Regulations relating to solid waste disposal should continue to be rigorously enforced by the local jurisdictions and by the Regional Water Quality Control Boards.

- 8.09 Periodic household hazardous waste collection programs and other related activities should occur on a regular basis in order to limit the types and amounts of hazardous waste entering the ordinary waste stream.
- 8.10 The jurisdictions in South County should work jointly and with other jurisdictions to achieve a balance between potential negative impacts and the benefits associated with the location of solid waste disposal sites and transfer stations.
- 8.11 Properties located in areas that have soils with rapid water percolation shall be protected from future development in order to ensure existing water quality. Such development should not begin until preceded by the inclusion within the Cities' and County's Hazardous Materials Storage Ordinance a section specifically related to high percolation rates.
- 8.12 Commercial and industrial developments proposed to be located in areas that have soils with rapid water percolation should be permitted only under the strict safety limitations as may be required by the Cities' and/or County's Hazardous Materials Specialists.
- 8.13 In order to provide greater protection of the aquifers which supply drinking water to the South County, special consideration should be given to the management of contaminants (e.g., hazardous materials, sanitary effluents) in groundwater recharge areas where no protective aquatard layer exists.
- 8.14 Each agency and jurisdiction responsible for well monitoring should continue to monitor wells and provide the results to a central agency (yet unknown) which would coordinate the data and make it available to all jurisdictions and agencies.
- 8.15 Programs for monitoring private wells should continue to occur and should continue to expand the scope of testing by including tests of more wells and including tests on constituents not yet tested in private wells (i.e., volatile organics, bacteriological, radiological, etc.), and periodic retesting of selected private wells.

9.00 HAZARDOUS MATERIALS AND WASTE MANAGEMENT

A program of regular inspections and monitoring to ensure compliance with local, state, and federal regulations should be continued in order to reduce the risks associated with the use and handling of hazardous materials and wastes.

- 9.01 The Joint Powers Pretreatment Program for industrial and commercial hazardous material users and/or hazardous waste generators should continue to be implemented in the two Cities and coordinated as appropriate with MOU inspections, HMSO regulations, and implementation of applicable state laws.
- 9.02 The Cities' Hazardous Materials Specialists and Pretreatment Inspectors, and the County Health Department should continue to inspect regularly activities that store and/or use hazardous

materials, including above-ground and underground storage tanks and related equipment, to ensure compliance with each City's and the County's Hazardous Materials Storage Ordinance (HMSO).

- 9.03 There should be regular inspections of those facilities which store hazardous waste on site for less than 90 days, a time period for which a hazardous materials storage permit is not required. This inspection could be enforceable via the Memorandum of Understanding between State Department of Health Services (DOHS) and the County Health Department, whereby the County Health Department would act as an agent of DOHS in enforcing this provision. In order to develop maximum efficiency in overall inspection programs, the Cities' Hazardous Materials Specialists and Pretreatment Inspectors may conduct inspections on behalf of the County Health Department.
- 9.04 Submittal of a hazardous materials handling plan should be a prerequisite for developments requiring zone changes, use permits, etc.
- 9.05 In order to minimize potential hazards, generators of hazardous waste should be required to use on-site pretreatment prior to discharging treated waste effluent into the sewer system. The methods may include neutralization, precipitation, and oxidation.
- 9.06 Programs to encourage source reduction and waste minimization by smaller firms which generate hazardous wastes in South County should be initiated by the County and Water Districts.
- 9.07 Vehicles and other equipment that may threaten the quality of water from leaking fuel tanks or oil spills should be removed from the site and/or repaired.
- 9.08 Public education regarding hazardous materials and waste management should be coordinated and implemented among the local jurisdictions (Morgan Hill, Gilroy, the County), local agencies (SCVWD, RWQCBs, etc.) and local groups (League of Women Voters, Lions Club, etc.).
- 9.09 During the implementation of AB 2185 (California Health and Safety Code, Chapter 6.95, Division 20, Section 25500 et seq) and successor legislation in south County, every effort should be made to achieve maximum integration between newly-mandated actions and elements and ongoing programs (e.g., Hazardous Waste Generator inspections, Hazardous Materials Storage Ordinances and controls and pretreatment), particularly as they apply to:
 - A. Coordinated permit and fee structure;
 - B. Coordinated inspections;
 - C. Emergency response ("business") plans;
 - D. Training programs;
 - E. Evacuation requirements; and
 - F. Information requirements.

- 9.10 The transportation of hazardous materials and wastes should be monitored to reduce risks and ensure notification of South County Cities in the event of a leak or spill.
- 9.11 The South County jurisdictions should require that they receive reports from the Department of Transportation and the California Highway Patrol regarding spills or leaks on the highway.
- 9.12 If a spill occurs while transporting hazardous materials or waste in one of the Cities or the County, the other jurisdictions should be notified by that jurisdiction immediately.
- 9.13 The Cities and County should consider designating specific transportation routes for conveyance of hazardous materials and waste, if the jurisdiction desires hazardous materials and waste to be transported on routes other than designated truck routes. Such controls should be consistent with the area wide emergency response plan prepared under AB 2185/2187.
- 9.14 The County should implement a Memorandum of Understanding (MOU) between the Department of Health Services (DOHS) and the County Health Department, whereby the County would act as an agent in requiring hazardous material users and waste generators to provide annual records and in monitoring the haulers of hazardous materials and waste.
- 9.15 To reduce the risk involved in transporting hazardous waste and to decrease the volume of waste that must be disposed of, generators of hazardous waste should be encouraged to use on-site pretreatment, such as: neutralization, precipitation and oxidation.
- 9.16 A program to identify and abandon dry wells which have been used to dispose of contaminants should be initiated.

10.00 INTERGOVERNMENTAL COORDINATION: **WATER QUALITY/HAZARDOUS MATERIALS**

Intergovernmental coordination between the Cities, the County and local agencies should be considered as an effective means of resolving issues of concern and investigating the feasibility of compatible standards, ordinances and enforcement procedures.

- 10.01 The two Regional Water Quality Control Boards that have jurisdiction in South County should reach agreement upon compatible water quality standards for South County and consistent approaches to implementing the State Board's nondegradation policy, as compatible standards and consistent approaches would be less confusing to developers and owners of land and to jurisdictions which must carry out the Regional Boards' regulations.
- 10.02 Close coordination should be maintained between the following agencies and organizations which share jurisdiction and interest relative to South County's water supply and water quality: the two Regional Water Quality Control Boards, the two Water Districts, County Health Department, County Executive's Office, County Planning Office, Gilroy Planning Division, Morgan Hill Planning Department, and the San Martin Planning Committee.

- 10.03 Where appropriate, the Regional Water Quality Control Boards, the Cities, County and other local agencies should have compatible ordinances (i.e., HMSOs), standards (i.e., septic tank and alternative treatment and disposal methods), and enforcement procedures (i.e., implementing AB 2185 [California Health and Safety Code Chapter 6.95, Division 20, Section 25500 et seq], etc.) regarding water quality so that there is no advantage for a company to locate in an area with lower standards.

11.00 INFRASTRUCTURE: TRANSPORTATION

A balanced transportation system should be developed which integrates various transportation modes with existing and proposed land uses, and assures access to all.

- 11.01 A balanced transportation system should be provided which assures access to all, and which integrates all appropriate modes of transportation into an effectively functioning system, including such modes as auto, ridesharing, public transit, bicycling, and walking.
- 11.02 The transportation system should be compatible with existing and proposed land uses and should promote environmental objectives, such as safe and uncongested neighborhoods, energy conservation, reduction of air and noise pollution, and the integrity of scenic and/or hillside areas.
- 11.03 Bicycling and walking should be promoted as alternate transportation modes for their contribution to health and the reduction of energy consumption and pollution.
- 11.04 Public transit should be expanded as needed to meet the changing needs of the area for local and regional access, including such methods as bus, dial-a-ride, paratransit, and rail, where appropriate.
- 11.05 Planning for land use and transportation development should be integrated. The timing, amount, and location of urban development should be consistent with the development of the transportation system capacity, and land uses should be designed to promote use of appropriate transportation modes.
- 11.06 Options for future transportation facilities should be preserved in advance of development by such means as identification of routes, reservation of rights-of-way, setback of development to accommodate future width lines, and limiting of access along future major arterials.
- 11.07 The Cities and the County should improve coordination and cooperation on all South County transportation planning.
- 11.08 The recommendations of the Transportation 2000 Program, particularly as they relate to rail connections between South County and North County and to right-of-way reservation along major north-south corridors in south County, should be carefully reviewed by South County jurisdictions.

12.00 FLOOD CONTROL

Since flooding affects substantial areas of South County, and the flood control projects now being constructed are designed to protect only existing developed and planned urban areas, land

development should be managed by the three jurisdictions to mitigate flooding problems and to minimize the need for local public funding for additional flood control and local drainage facilities. Flood damage in South County should be minimized through a combination of actions. In flood-prone areas, inappropriate development should be prevented through land use planning, urban development policies and land use regulations. Areas which are developed or planned for development should be protected by the construction of flood control facilities. Development should be managed through advanced planning and design standards to minimize off-site flooding and drainage problems.

- 12.01 Highest priority for construction of flood protection facilities should continue to be given:
 - A. First, to areas of existing development subject to the highest potential flood damage;
 - B. Then, to undeveloped areas planned for urban development which would be subject to the highest potential of flood damage;
 - C. Then, to agricultural lands; and
 - D. Finally, to other undeveloped areas.
- 12.02 If federal and state funds are not available for future flood control facilities and such facilities must be funded locally, those property owners who would benefit from and those who contribute to the need for such facilities should pay the cost.
- 12.03 Developers whose proposed projects would induce downstream flooding should be required to provide mitigation to eliminate the flood-inducing impacts of their projects.
- 12.04 Streamside development should be designed in such a way as to facilitate maintenance of the waterway and protection of the environment and riparian areas. Careful consideration should be given to the use of streets to separate urban streamside development from the waterway consistent with Santa Clara Valley Water District-recommended streamside street designs.
- 12.05 If development is to be allowed in flood-prone areas, flood control facilities or appropriate flood-proofing should be provided prior to, or in conjunction with development at developers' expense.
- 12.06 Where other mitigations do not solve the flooding problem, raising individual foundations (padding up structures) may be a solution; however, its use must be restricted in order to minimize the cumulative effects on adjacent areas.
- 12.07 The Cities and the County should require mitigation of any storm water runoff produced by development that occurs beyond that described in the General Plans of the County and the Cities as of 1982.
- 12.08 All local development should provide appropriate mitigations of off-site impacts. These may include: limiting runoff to pre-development levels and/or complete solutions to flooding and local

drainage problems in the vicinity of the development. Methods may include: detention (storing runoff temporarily and then releasing it) or retention (storing runoff on-site for percolation).

- 12.09 Careful consideration should be given to the cumulative effects of development which would drain into the upper reaches of Llagas Creek and other creeks in order to avoid the need for channelization and consequent destruction of their riparian vegetation and natural habitat.

13.00 LOCAL DRAINAGE

Local drainage problems in South County should be minimized by preventing inappropriate development in areas which are prone to drainage problems and by using design standards and advanced planning to manage development. Developers of individual projects should be required to mitigate off-site and on-site impacts and, where appropriate, to install local drainage facilities which would contribute to an eventual area wide solution to the local drainage problems, preferably in the context of a master plan for local drainage which should be developed jointly by the Cities and the County.

- 13.01 Since County maintenance is limited to maintaining local storm drainage facilities which may affect County roads, any additional storm drain-related maintenance beyond that which is currently provided will require additional funding from residents and/or developers.
- 13.02 Those residents who benefit from, as well as those who contribute to, the need for local drainage facilities should pay for them.
- 13.03 The County and Cities should require a storm water management plan for each development. This plan, which would be presented early in the development stage, would describe the design, implementation and maintenance of the local drainage facilities.
- 13.04 The Cities and the County should coordinate in the development of a master plan for local drainage. The master plan should include consideration of the interface between unincorporated areas and the City drainage systems.
- 13.05 Each development should provide mitigations of off-site and on-site impacts, as appropriate. These mitigations may include limiting runoff to pre-development levels and/or complete solutions to local drainage problems in the vicinity of the development or downstream. Methods may include detention or retention, with appropriate protection of groundwater quality.
- 13.06 Development should be designed to conserve soil and avoid erosion.

14.00 AGRICULTURE

Agriculture should be continued and supported since it contributes to the local economy and helps to delineate urban boundaries. Among other benefits, it is the most productive use for land which is not immediately planned for urban development. More effective methods of support and preservation should be developed. The County and the Cities should reaffirm their commitment to long-term maintenance of agricultural land uses, and to agriculture, as an economic enterprise in South County.

- 14.01 The County and the Cities should take positive action to encourage agriculture by supporting policies favorable to agriculture.
- 14.02 Agricultural lands should be protected from encroachment by incompatible land uses and the economic viability of agriculture should be maintained using a variety of methods, such as: contiguous urban development, the designation as agricultural lands for those lands which are outside of urban areas, minimum lot size designations in agricultural areas, the limitation of land uses in agriculturally-designated areas to agriculture and uses necessary for the support of agriculture, and the encouragement of direct marketing methods.
- 14.03 The County and the Cities should establish areas for the permanent preservation of agricultural lands and programs to accomplish that objective, such as exclusive agricultural zoning, transfer of development rights (TDR) programs, and right-to-farm legislation.
- 14.04 Some prime agricultural lands in South County (particularly within the prime agricultural areas east and south of Gilroy) should be preserved for agricultural use through appropriate agricultural land preservation tools, such as exclusive agricultural zoning, transfer of development rights (TDR) programs, and right-to-farm legislation.
- 14.05 The County should continue the A-20 and A-40 minimum lot size designations in the agricultural area.
- 14.06 The expansion of the "uses compatible with agriculture" category in County zoning ordinances and Williamson Act policies should be approved only when such additional uses will clearly contribute to the long-term viability of agriculture.
- 14.07 The County and the Cities should plan for further urban growth to occur in areas which will avoid encroachment into those agricultural lands with the greatest long-term potential to remain economically viable.
- 14.08 The conversion of agricultural land which has been designated for urban growth should occur in an orderly manner to retain the stability and viability of remaining agricultural lands as long as possible.
- 14.09 The Cities should use their policies for urban service area extensions and utility extensions to guide urban growth away from long-term agricultural areas.
- 14.10 The policies of the Local Agency Formation Commission (LAFCo) should guide urban development away from those agricultural areas with the greatest potential for long-term economic viability.
- 14.11 In order to separate agricultural from urban activities, and to minimize land use conflicts, buffers should be established between viable agricultural areas and urban expansion areas. Activities in these buffer zones should be limited to uses which are compatible with both agricultural and urban activities. Specific uses should be defined through an open intergovernmental process.

- 14.12 The range of activities permitted in agricultural areas of South County should be determined through an intergovernmental process. Allowed uses should reflect the range of activities which are necessary to promote the continued economic viability of agriculture in South County.

15.00 DEVELOPMENT HAZARDS/ENVIRONMENTAL SAFETY

New development should avoid hazards and sensitive areas, and should occur only where it can be built without risking health and safety. New habitable structures should not be allowed in areas of highest hazard such as floodways, active landslides, active fault traces, and airport safety zones. In areas of less risk, development should be limited and designed to reduce risks to an acceptable level. Hillsides should be protected, and development should be carefully controlled on steep slopes; when hillside land is developed, it should be done with minimum disruption of topography and vegetative cover. Natural streamside areas should be left in a natural state.

- 15.01 The South County jurisdictions should develop a process for sharing information relating to development activity in areas of geological concern.

- 15.02 Development in hazardous areas should be:

- A. Kept to a minimum by encouraging low-density, low-intensity uses and the types of uses least disruptive to the soil and vegetative cover;
- B. Regulated in such a way that it minimizes disruption of the environment and does not trigger or accelerate the hazardous processes which exist in South County;
- C. Prohibited on known active landslides and limited in areas where such development might initiate sliding or be affected by sliding on adjacent parcels;
- D. Prohibited in areas where increased runoff from the addition of impervious surfaces and drainage would increase the probability of downslope landsliding, or where additional projects would add to the cumulative effect of increased runoff, unless a downslope drainage improvement plan has been approved; and
- E. Clustered, with dwellings grouped on the least hazardous portion of the property.

- 15.03 Development in less hazardous areas should be limited and designed to reduce risks to an acceptable level.

- 15.04 Development in fire hazard areas should be minimized. When development is permitted, it should be planned and constructed so as to reduce exposure to fire hazards and to facilitate fire suppression efforts in the event of a wildfire. Actions which increase fire risk, such as increasing public access roads in fire hazard areas, should be avoided because of the great environmental damage and economic loss associated with a large wildfire.

- 15.05 Development should be prohibited in floodways and regulated in flood plains to minimize flood damage and be consistent with the Federal Flood Insurance Program and Santa Clara Valley Water District regulations.

- 15.06 Development should be limited along the shores of reservoirs which can be expected to sustain damage from seismically-induced seiche waves.
- 15.07 The current policy restricting development in areas of poor accessibility should continue. Development should not be allowed in areas where access is provided by a single road that could be damaged by faulting or landslides, or where access could be cut off by wildfires, trapping residents or workers. Development may be allowed in areas where a second improved access road has been provided for emergency escape. Also, alternative north-south access roads should be developed through the South County for use in the event that the South Valley Freeway is damaged in a major earthquake.
- 15.08 Natural streamside and riparian areas should be left in their natural state in order to preserve their value as percolation and recharge areas, natural habitat, scenic resources, recreation corridors and for bank stabilization. If flood control projects needed to protect presently existing development make this infeasible, disruption should be minimized, maintaining slow flow and stable banks through design and other appropriate mitigation measures.
- 15.09 Wildlife, rare and endangered plants and animals, and heritage resources should be identified and protected from loss and destruction.
- 15.10 Existing development regulations should be continued, with monitoring to determine their effectiveness. Policy changes should be made only after review by all three jurisdictions.
- 15.11 Current County policies in regard to management of hazardous areas should be maintained, and all information regarding hazardous areas should be updated to reflect current knowledge. Experience with hazardous areas in South County should be continually monitored to determine if policies and regulations need to be changed.
- 15.12 The Cities and County should enforce and maintain:
- A. Current zoning and land development ordinances and policies restricting development on hillsides to low-density, low-intensity uses; and
 - B. Strict grading and building regulations to minimize instability of sloping areas and reduce public costs associated with maintaining roads and utilities on unstable slopes.
- 15.13 Geotechnical investigations should be required on all projects in unstable areas, including areas of expansive soils, prior to construction to insure that the potential hazards are identified and can be properly mitigated. A contract should be negotiated:
- A. With the State Department of Mines & Geology for completion of a study of the Santa Cruz Mountains from the southern County border to the New Almaden area; and
 - B. Between the Cities and a consulting geologist for the review of development projects in potentially hazardous areas (costs could be covered by a fee to developers).

- 15.14 An agreement concerning the nature of each jurisdiction's participation in the programs and an appropriate cost-sharing structure should be worked out between the County and the Cities of Morgan Hill and Gilroy.
- 15.15 A public education program should be initiated which would:
- A. Increase awareness of the safety hazards present in South County;
 - B. Provide information on mitigation techniques; and
 - C. Strengthen public support for adopted policies which might restrict development in hazardous areas.

16.00 OPEN SPACE AND RECREATION

The wide variety of open space areas in the South County should be preserved and maintained. Greenbelts should delineate and provide contrast to the urban areas of the South County Cities. A system of city and regional parks should be linked by pedestrian ways, trails and streamside park chains. Implementation of Llagas and Uvas Creeks as major streamside park chains should be actively promoted. A variety of methods should be used to retain open space and, at the same time, respect the needs and rights of property owners.

- 16.01 The South County includes a variety of types of open space areas, including: the valley floor, stream corridors, lands around reservoirs, lands adjacent to scenic highways, the valleys, and the mountain areas beyond the foothills. Of these geographic areas, stream corridors, lands around reservoirs, lands which provide greenbelts for the Cities, and significant hillside features should receive highest priority for preservation as open space.
- 16.02 Geographic areas which should be considered for the location of future regional parks in South County include: the valley floor, stream corridors, lands around reservoirs, lands adjacent to scenic highways, the foothills adjacent to South County, the inter-mountain valleys, and the mountain areas beyond the foothills. Of these geographic areas, stream corridors, lands around reservoirs, lands which provide greenbelts for the Cities, and significant hillside features should be given highest priority for future regional park location.
- 16.03 A system of neighborhood, community, city wide, and regional parks should be developed, and linked where feasible by pedestrian ways, trails and pathways, and streamside park chains. Where appropriate, parks should be located adjacent to other community facilities, such as schools, to optimize the multiple use of public open space facilities.
- 16.04 A system of scenic roads and trails should be developed linking the urban area with the rural and open space areas, with careful consideration of fire risk, hazards, and protection of natural resources.
- 16.05 All plans for scenic roads, trails, and park land which require right-of-way dedication should, upon adoption, be prepared in detail and distributed to interested parties, neighboring jurisdictions, and those agencies which are responsible for implementation.

- 16.06 The visual integrity of the scenic gateways to the South County (Pacheco Pass, Hecker Pass, Route 101 south of Gilroy, and a Coyote greenbelt area north of Morgan Hill) should be protected.
- 16.07 High priority should be placed on:
- A. Implementation of safe on-road bicycle routes through bike lane striping and signage and widening of roadway shoulders where necessary;
 - B. Acquisition of roadside rights-of-way for pedestrian and equestrian trails and pathways and bicycle routes;
 - C. Acquisition of streamside areas for pedestrian and equestrian trails and pathways, particularly where the stream sides remain in a natural state; and
 - D. Implementation of streamside trails in a manner which respects adjacent private property rights and preserves natural resources.
- 16.08 The hillside/mountain areas to the east and the west should be limited to low-intensity rural uses compatible with open space in order to maintain their integrity as the South County's major scenic and natural resources. The Preservation 2020 Task Force recommendations should be used in that context.
- 16.09 Intergovernmental agreements between the County and the Cities, such as specific plans, should be implemented to address land use and development policies for hillside areas, including the visual effects of hillside development on the ridge lines.
- 16.10 Riparian systems, streamsid es and floodways should be maintained in open space or related open space uses such as wildlife habitat, recreation or agriculture. Implementation of Llagas and Uvas Creeks as major streamside park chains should be actively promoted.
- 16.11 Access to creeks should be of sufficient width to accommodate trails, flood control access and protection of riparian habitat.
- 16.12 Proposed trails along Llagas, Uvas and Pacheco Creeks and the Pajaro River should be implemented and connected to the rest of the county-wide trail system.
- 16.13 Greenbelts should define the urban areas of the South County Cities. The northern boundary of Morgan Hill should be defined by a Coyote Valley greenbelt comprised of agricultural uses, rural estates and the Coyote Park chain. A similar area should be maintained between Morgan Hill and Gilroy to maintain community identity.
- 16.14 A greenbelt should be established between San Jose and Morgan Hill in the Coyote Valley.
- 16.15 The area between Morgan Hill and Gilroy should be studied for the purpose of establishing a greenbelt with such land uses as low-density rural residential, agricultural activities such as row crops, and recreation areas.

- 16.16 The land uses appropriate within a greenbelt should be determined by joint planning activities of South County Cities and the County, and might include:
- A. Low-density residential development;
 - B. Public parks and recreation areas;
 - C. Privately operated recreation areas;
 - D. Agriculture; and
 - E. Other appropriate uses which may be determined.
- 16.17 A variety of open space preservation tools should be used to protect open space in South County, including:
- A. Public acquisition;
 - B. Land use regulation;
 - C. Planning and urban development policy;
 - D. Economic incentives to landowners;
 - E. Open space easements;
 - F. Transfer of development rights;
 - G. Planned cluster development;
 - H. Assessment districts; and
 - I. Dedication of additional lands upon development.
- 16.18 The recommendations of the Preservation 2020 Task Force should be widely disseminated for review and comment by the South County Cities and residents prior to their adoption by the Board of Supervisors.
- 16.19 The South County jurisdictions should pursue further coordinated action as well as effective individual action to achieve successful implementation of the South County's open space and recreation goals and objectives.
- 16.20 The South County Cities should:
- A. Retain important open space lands through planning for orderly, staged urban development;

- B. Acquire and develop City and neighborhood parks, providing just compensation for taking of private lands;
- C. Implement portions of trail systems and streamside park chains within their boundaries;
- D. Plan and regulate land use to avoid hazardous areas and protect critical natural resources;
- E. Designate future open space areas on their General Plans, and
- F. Participate in the development of regional open space preservation programs, using development rights or fee title acquisition, and/or planning and regulation.

16.21 The County should:

- A. Acquire and develop regional parks in the South County, providing just compensation for the taking of private lands;
- B. Protect open space resources by regulating land use to prevent the introduction of uses incompatible with open space resource preservation within legally permissible limits, and preserve open space through planning, regulation, acquisition and/or development rights transfer programs;
- C. Plan and regulate land use to avoid hazardous areas and protect critical natural resources; and
- D. Continue to provide property tax relief via the Williamson Act to landowners who agree to maintain their lands in open space uses.

16.22 The South County Cities and the County together should:

- A. Establish policies and implementation plans for greenbelts between Cities; and
- B. Identify and help establish a viable source of funding for acquiring and developing regional parks, pathways, and open space.

16.23 The Preservation 2020 Task Force recommendation for using planned cluster development to preserve open space may be an appropriate mechanism for protecting South County's prime viewsheds and should be further investigated.

17.00 RURAL/URBAN LAND USE

17.01 The County should continue its adopted land use policies for the unincorporated area in the South County in order to:

- A. Promote a productive, primarily agricultural rural area; and

- B. Balance the needs of rural residents and landowners and the needs for effective natural resource management, enhanced rural scenic quality, and lands for planned urban growth, rural activities, and long-term open space.
- 17.02 The County and the Cities should promote the long-term stability of their policies for land use and urban growth so that individuals, organizations, and appropriate entities can make rational decisions about long-term land use and investment.
- 17.03 The existing County/Cities referral process for review and comment on land use proposals should be enhanced by including a set of mutually agreed-upon criteria for analyzing land use proposals in the unincorporated area. The criteria would focus the review process on mutually-defined issues relating to land use decisions, while allowing for consideration of other concerns when appropriate.
- 17.04 The same referral process should be adapted by the three jurisdictions for review and comment on proposed major changes in city land use policy and for major city-area projects or expansions. The review should focus on area-wide objectives, such as jobs-housing balance, open space protection, and provision of infrastructure.
- 17.05 The Advisory Committee should have a process by which it will review projects of regional significance and projects referred to it by other agencies. The Advisory Committee's review should provide the lead agency, or agency having decision-making jurisdiction, with input relative to the South County Joint Area Plan and issues of concern to the South County community.
- 17.06 If it is determined that a use proposed for the unincorporated area is needed in the South County, but would be more appropriately located in a city, then the use should not be located in the unincorporated area, but instead located in the city providing there is, or could be, sufficient and appropriately zoned land.
- 17.07 The three jurisdictions should work together to assure that appropriately located sites are available for land uses which primarily serve the urban population, but have difficulty finding urban sites for various reasons:
- A. The three jurisdictions should identify suitable areas for necessary land uses which are difficult to site, based on estimates of long-term needs and appropriate locational criteria;
 - B. While some of these land uses may best be located in a city, others may be appropriate in the unincorporated area;
 - C. Whether such uses are to be approved in a city or the County, appropriate screening, landscaping, and other mitigations should be required to assure that they improve the site and the neighborhood; and
 - D. The locating of such land uses should be done consistent with the provisions of state law regarding planning and environmental review, and with the adopted policies and review procedures of the three jurisdictions and the South County Joint Planning Advisory Committee.

- 17.08 The three jurisdictions should agree on the infrastructure and public services needed for future urban development, their location and timing, and how the costs and revenues associated with planned development should be apportioned among the three jurisdictions.
- 17.09 Consistent with the Preservation 2020 Program:
- A. Consideration should be given to land uses that will result in permanent preservation of substantial areas of open space;
 - B. New land uses should be consistent with programs which the three jurisdictions develop to maintain greenbelts between Morgan Hill and San Jose, and between Morgan Hill, San Martin, and Gilroy; and
 - C. The three jurisdictions should further define the appropriate land uses for greenbelts and methods of implementation that address conflicts between private property rights and public objectives.
- 17.10 The South County jurisdictions should develop a process to anticipate and manage the cumulative impacts of land use. The process should include:
- A. Agreement by the three jurisdictions on what are the critical environmental and other community impacts which are likely to have cumulative significance (e.g., groundwater quality, drainage, traffic, rural visual appearance, solid waste and sewage disposal);
 - B. Agreement on feasible methods for monitoring and evaluating changing conditions regarding these impacts periodically (e.g., a summary "State of the South County" report at two year intervals);
 - C. Agreement on suitable thresholds and methods for considering when new policies may be appropriate to deal with changing conditions so that undesirable cumulative impacts can be prevented; and
 - D. Use of the above material in the review of land use proposals.
- 17.11 In order to maintain the environmental quality and appearance of the rural area the County should:
- A. Consider adopting additional guidelines for the siting and landscaping of some types of rural land uses; and/or
 - B. Consider adopting such guidelines for certain areas, in addition to the San Martin area where design guidelines have already been adopted (i.e., greenbelt areas, scenic corridors like Pacheco Pass, Hecker Pass, and Paradise Valley-Watsonville Road).
 - C. Continue to strengthen the consistency and fair enforcement of regulations relating to land use and maintenance.

- 17.12 The Cities should also review their design guidelines relating to urban development at the edge of the rural area for compatibility with overall objectives for the area.
- 17.13 The three jurisdictions should jointly review their land use and development standards for compatibility on the valley floor, where appropriate (e.g., hazardous materials handling, major traffic-way development, streamside development dedication). The review should also include hillside and ridge-line development standards compatibility, where appropriate.
- 17.14 Since expectations of tax revenue may unduly influence land use decisions, resulting in less desirable land use patterns and competition among jurisdictions for control over territory:
- A. The elected and chief administrative officials of the three jurisdictions should consider agreements regarding sharing of tax-base, revenues, and service provisions as an element in joint land use planning; and
 - B. Net cost/revenue should be considered in land use planning and in the review of large scale proposals.
- 17.15 In implementing these recommendations, consideration must be given to the limited funding and staff resources of the three jurisdictions.

18.00 SAN MARTIN

For the current period, San Martin should remain an unincorporated, predominantly rural-residential community governed by the County Board of Supervisors. Current land use and septic regulations for San Martin should be continued with no lessening of restrictions, and conditions should be monitored to determine if changes are advisable. If, in the future, urbanization is recommended for San Martin, a wastewater management program should be developed which includes mechanisms for implementation and financing.

- 18.01 Current County land use and septic system policies for San Martin should be continued with no lessening of restrictions.
- 18.02 Land uses generating discharges which are high in volume or high in nitrates, organic materials, or other problem chemicals should be restricted.
- 18.03 Existing County policies regarding the density of development and the discharge of wastes should remain in effect.
- 18.04 Groundwater and surface water quality conditions in the San Martin area should be monitored to determine if changes in current policies regarding septic systems and land use are needed.
- 18.05 If, in the future, higher intensities of development are recommended for San Martin, proposals should be prepared regarding a wastewater management system for the area and how it should be organized.

- 18.06 Funding alternatives for financing the rehabilitation of existing water distribution facilities in San Martin should be explored.
- 18.07 All future County facilities located in San Martin should be designed, landscaped, and maintained to be compatible with their surrounding environment.
- 18.08 Existing County facilities in San Martin should be reviewed to ensure compatibility with their surrounding environment.
- 18.09 Development around the South County Airport should adhere to Airport Land Use Commission (ALUC) Policies.
- 18.10 For the current period, San Martin should remain an unincorporated, predominantly rural-residential community governed by the County Board of Supervisors. Issues of its future level of development and form of governance should be resolved by community residents, the County, the Cities, and affected special districts.
- 18.11 The Local Agency Formation Commission (LAFCo) should continue to exclude San Martin from the Spheres-of-Influence of Morgan Hill and Gilroy.
- 18.12 While San Martin remains unincorporated, the Cities of Gilroy and Morgan Hill should continue to provide LAFCo and the County with constructive comments on decisions and policies relating to San Martin.
- 18.13 The South County Cities and the County should explore possibilities for resolving San Martin's issues and problems through formal intergovernmental agreements.
- 18.14 The existing County General Plan policies regarding development densities and the location of commercial and industrial uses in San Martin should remain in effect. If, in the future, changes are recommended, they should be allowed only after a special area plan and an implementation program for San Martin have been developed and adopted.
- 18.15 A study of the potential costs and impacts associated with each of the future governmental alternatives for San Martin should be conducted. These alternatives should include: incorporation, creation of sanitation or other service districts, and establishment of a municipal advisory council. The findings of the study should be disseminated widely throughout the San Martin area prior to any decisions regarding its future governance.
- 18.16 If, in the future, changes in the level of development or form of governance are recommended for San Martin, a special area plan and an implementation program should be prepared for the San Martin area. This plan should be prepared with input from the Cities of Gilroy and Morgan Hill, and the San Martin Planning Committee.

19.00 COYOTE VALLEY

Anticipated impacts on the South County resulting from development in Coyote Valley should be reviewed and addressed by the affected jurisdictions, both individually and through cooperative action.

- 19.01 Staff of the Cities of Morgan Hill and Gilroy, the County and the school districts of Morgan Hill and Gilroy should meet periodically with the staff of the City of San Jose to determine the impacts of Coyote Valley development on the South County and to recommend appropriate responses for each jurisdiction.
- 19.02 Specific attention should be given by the jurisdictions to identify appropriate mitigations to impacts on the education/school system, since quality of education is a primary objective of the South County community.
- 19.03 The jurisdictions should develop a plan and specific measures for preserving a major greenbelt area between San Jose and Morgan Hill.
- 19.04 LAFCo, in reviewing proposed actions in the Coyote Valley, should consider jobs/housing balance, school impact, and implementation of the Coyote Greenbelt.
- 19.05 The County should proceed to implement its Monterey Road policy in the Coyote Valley to upgrade or abate the existing uses. Careful attention should be given to all uses being considered along Monterey Road in the proposed Coyote Greenbelt area.

20.00 TRUCK STOPS

Truck stops should be located near major truck routes, and because of their demand for higher levels of police and fire protection, and the nature and range of activities they generate, proposals to develop truck stops should be thoroughly evaluated for a variety of locational, environmental, fiscal, and safety-related considerations, as outlined in Policy 20.01.

- 20.01 Proposals to develop truck stops should be evaluated for:
 - A. Access from major highways;
 - B. Compatibility with existing or future adjacent land uses;
 - C. Potential safety hazards, and availability of adequate water supplies for fighting fires;
 - D. Potential impacts on groundwater and surface water quality;
 - E. Environmental constraints;
 - F. Public costs and revenues related to the proposal;

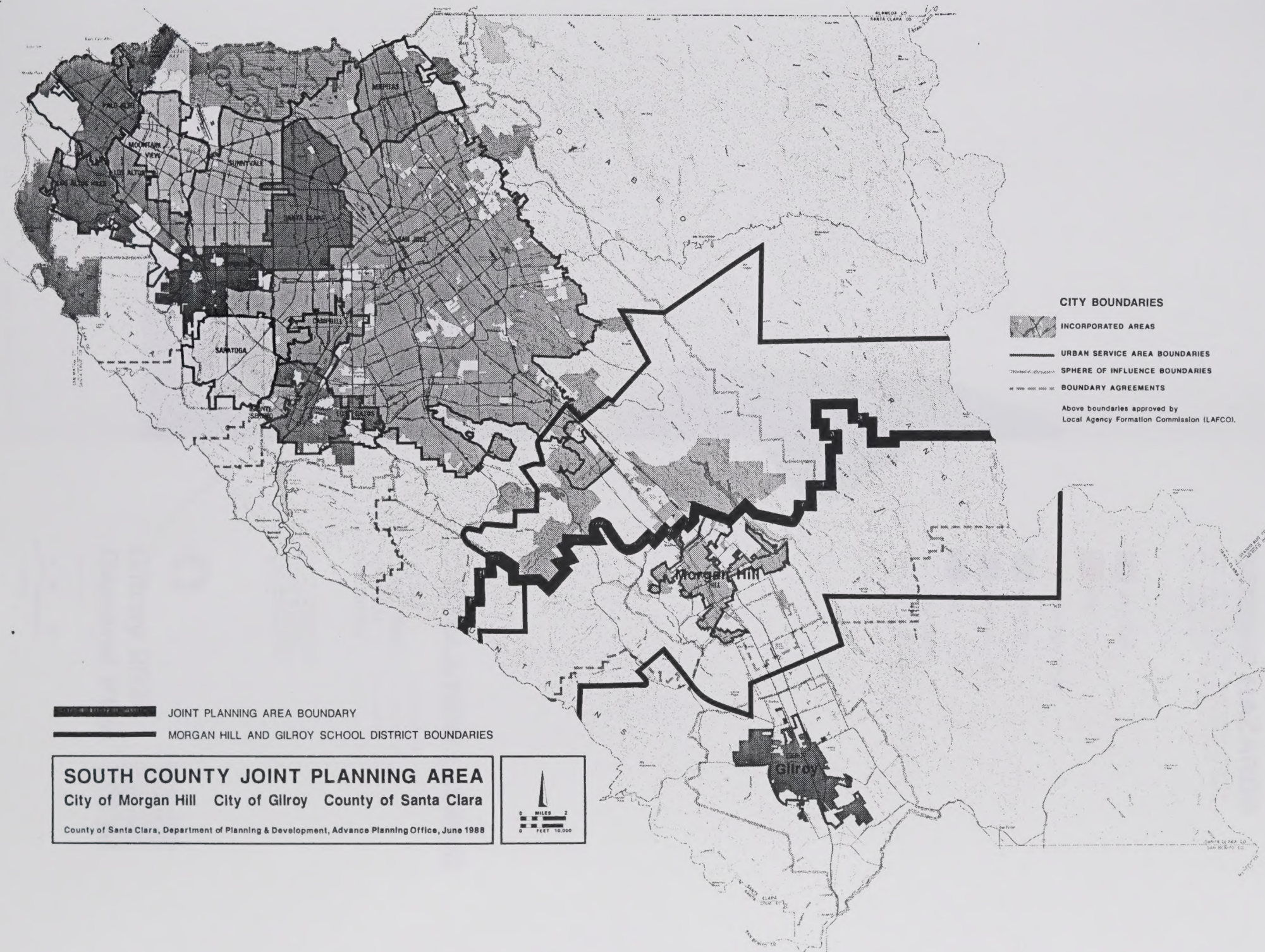
- G. Availability of other truck serving facilities in Santa Clara County and neighboring counties;
 - H. Growth inducing impacts;
 - I. Proximity of the project to major trucking routes and the project's ability to provide services to the maximum number of truckers;
 - J. Need for sewer facilities;
 - K. Need for and availability of police and fire services; and
 - L. Need for hazardous materials management.
- 20.02 The draft policies contained in the Appendix A to the Truck Stop Siting Report are recommended as a guide for the evaluation of truck stop proposals. These draft policies should be referred to appropriate agencies and organizations for their review and comment.
- 20.03 The Committee's recommended policies and criteria for the evaluation of proposed truck stop development in South County should be reviewed and adopted by the three jurisdictions.
- 20.04 Those truck stops which are allowed within the Cities of the South County should be located near major trucking routes in an area which will serve the maximum number of truckers, thereby minimizing the need for additional truck serving facilities, and minimizing the impacts of truck traffic on the community.

21.00 POTENTIAL INTERGOVERNMENTAL AGREEMENTS

- 21.01 The South County Cities and the County should continue to build upon their existing agreements, and work in concert with neighboring jurisdictions, school districts, and agencies in order to further the coordination and cooperation which has already begun.
- 21.02 The South County Cities and the County should:
- A. Review and prioritize the recommendations of the South County Joint Planning Advisory Committee, with particular attention to those recommendations requiring joint action in order to identify which are appropriate for intergovernmental agreements; and
 - B. Review the various available types of intergovernmental agreements and proceed with those agreements which are determined to be appropriate.
- 21.03 The South County jurisdictions should pursue consistent, coordinated and vigorous enforcement of adopted codes, to ensure that uneven enforcement will not lead to a concentration of activities in any one area of the South County.

22.00 FUTURE JOINT PLANNING

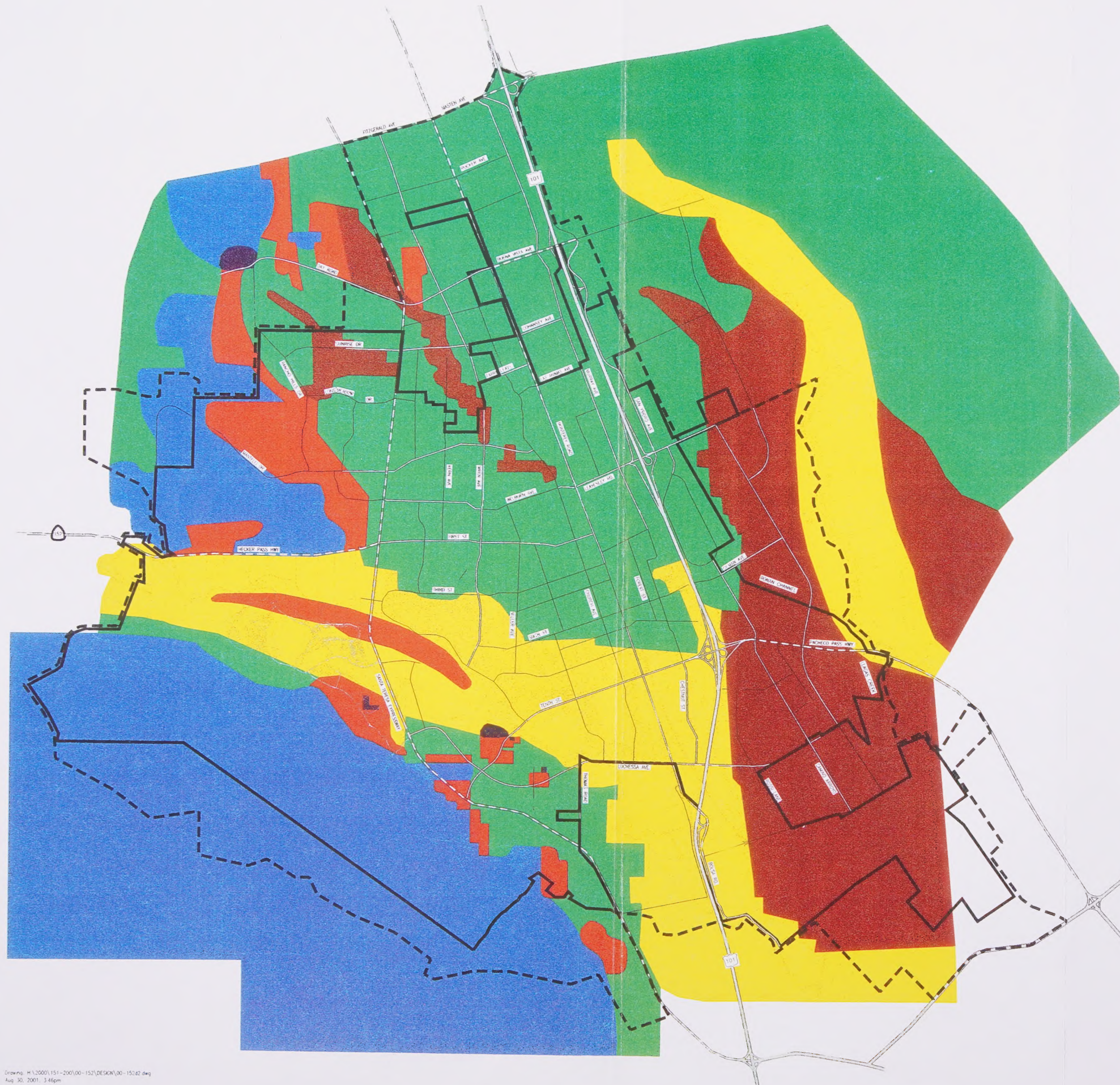
- 22.01 An ongoing Joint Planning Advisory Committee, composed of officials and citizens from the three jurisdictions, should be established after the present Committee is permanently adjourned. The new committee should:
- A. Serve as a forum where the local governments, the districts and the residents can work together to solve common problems and to recommend agreement on community objectives and the actions required to accomplish them;
 - B. Make recommendations on matters referred by the sponsoring jurisdictions and identify issues to be brought to the sponsors for consideration;
 - C. Address issues which are not addressed within the original charge of the first project; and
 - D. Advise on the progress of the sponsors' joint implementation programs.
- 22.02 Each year the Committee should have an agenda limited to a very few high priority topics that may be resolved within a year's schedule, and it should be charged to recommend topics to the sponsors for consideration in the next year's agenda. Staff should be provided by participating agencies as appropriate to the topics in the annual work program.



SEISMIC HAZARDS

Source: ABAG, 1995 "On Shaky Ground" The map is intended for planning only. Risk levels may be incorrect by one unit higher or lower. Current version of map available on internet at <http://www.abag.ca.gov>

- Very High
- High
- Moderately High
- Moderate
- Moderately Low
- Low
- CITY LIMITS
- 20 YEAR PLANNING BOUNDARY



CIRCULATION LEGEND

- FREEWAY
- EXPRESSWAY
- ARTERIAL
- COLLECTOR

This map was developed for use in the Gilroy General Plan Update process, and is intended for general planning purposes only. The City of Gilroy and its agents assume no responsibility or liability for use of this map for any other purpose.



**Gilroy 2020
General Plan**

revised 7/11/01



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Item may be viewed at the
Institute of Governmental Studies Library, UC Berkeley.

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